



COMMISSION OF THE EUROPEAN COMMUNITIES

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**ANNUAL REPORT FROM THE COMMISSION
TO THE COUNCIL AND THE EUROPEAN PARLIAMENT**

**on the results of the multi-annual guidance programmes for the fishing fleets at the
end of 2000**

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EXECUTIVE SUMMARY

This communication concerns the report to the Council and the European Parliament on the progress of the fourth multi-annual guidance programme (MAGP IV) for the fishing fleets. The report is produced each year in accordance with the provisions of Article 5 of Council Regulation (EC) No 2792/1999.

These annual reports aim to ensure the transparent implementation of the MAGP IV, which fixes fleet capacity and fishing effort objectives that must be achieved progressively over the period 1.1.1997 to 31.12.2001. This year's report is on the progress of the programmes at the end of 2000.

Using the data from the fishing vessel register of the Community and the reports submitted to the Commission by the national authorities, it summarises the evolution of the tonnage and power of the fleets in comparison with the intermediate and final objectives of the MAGP IV. The report is therefore entirely factual.

During the first four years of the MAGP IV, the Community fleet was reduced by 49,983 GT and 459,866 kW, which represent reductions in fleet capacity of approximately 2.5% and 5.9% respectively. At 1 January 2001 the Community fleet was already approximately 17% below the final MAGP IV objectives in terms of tonnage and 12% below the final MAGP IV objectives in terms of power.

The degree to which the MAGPs have been respected varies greatly from Member State to Member State. Belgium, Denmark, Spain, Portugal and Finland have met their objectives in all segments of their fleets. Germany, Greece, Ireland, and Sweden have met their global objectives, but have further reductions to make in one or more segments. France, Italy, and the Netherlands have not yet met the global objectives of their MAGP. According to the data in the fleet register, the United Kingdom has met its global objectives in terms of power but not in terms of tonnage. However, according to the report submitted by the United Kingdom, the tonnage objectives adjusted for the effect of fleet remeasurement in units of GT have been met.

INTRODUCTION

For each Member State in the Community, a multi-annual guidance programme (MAGP) fixes objectives for reducing the size of the fishing fleet in order to bring fishing effort into line with available resources. The fourth generation of MAGPs, adopted in December 1997¹, fix objectives for the period 1997-2001.

Article 5 of Council Regulation (EC) No 2792/1999², concerning the new Financial Instrument for Fisheries Guidance, requires the Member States to submit to the Commission, before 1 May each year, a report on the situation of their fleets at the end of the preceding year with respect to their MAGP objectives. Using these reports, the Commission should produce its own report to the Council and the European Parliament within three months of the 1 May deadline.

The present report is the third in the series on the results of the fourth generation of programmes (MAGP IV)³.

MEASUREMENT OF CAPACITY AND EFFORT

For the purposes of the MAGP, the capacity of a vessel is defined as its tonnage in gross tonnes (GT) and its propulsion power in kW. The fishing effort is defined as the product of capacity and the number of days spent at sea. There are therefore two measures of effort, one in GT days and the other in kW days.

Remeasurement of tonnage

The tonnage objectives of the MAGP III (1992 - 1996) were expressed in gross registered tonnes (GRT), though in almost all Member States a mixture of tonnage measurements were used to measure capacity, some vessels being measured in GRT, others in GT and others in nationally defined units of tonnage.

Council Regulation (EC) No 3259/94⁴ and Commission Decision No 95/84/EC⁵ were adopted in order to harmonise tonnage measurements, requiring that all fishing vessels be measured in GT. They also simplify the definition of GT for vessels less than 15 metres in length overall and specify formulae to estimate the GT of vessels between 15 and 24 metres length while awaiting full remeasurement.

As agreed with the Member States, the conversion of the tonnage objectives to units of GT was done at the time the MAGP IV was adopted. However, some Member States had made little progress in remeasuring their fleets at the time of adoption, so the objectives, although nominally in units of GT, remained a mixture of GT, estimates of GT, GRT and national units.

Member States have until the end of 2003 to complete the remeasurement of their fleets in units of GT. As this remeasurement progresses, the estimates of GT are replaced by real values in the

¹ Commission Decisions 98/119/EC to 98/131/EC (OJ L 39 of 12.2.1998, pp. 1-84).

² OJ L 337, 30.12.1999, p. 10.

³ COM(1999) 175 final, COM(2000) 738 final.

⁴ OJ L 339, 29.12.1994, p. 11.

⁵ OJ L 67, 25.3.1995, p. 33.

fleet register. This inevitably alters the comparability of the situation and the objectives that were fixed for tonnage. Strictly speaking the tonnage objectives should be recalculated every time a vessel is remeasured. However, for practical reasons no formal revision of the objectives will be made until the end of the MAGP IV period. Until that time there will always be some degree of uncertainty when comparing the situation of the fleet with the tonnage objectives.

Cumulative fishing effort objectives

For those Member States that have opted to adjust activity instead of capacity to meet the objectives, the cumulative fishing effort objectives are shown in this report. In the MAGP Decisions published in the official journal, only the fishing effort objectives at the start and at the end of the period are shown. These are used to calculate the cumulative objectives in the following way. Noting that the cumulative fishing effort objectives would be identical whether it is capacity or activity that is reduced over the period of the programme, a curve was drawn of the continuous decrease in capacity over the period 1.1.1996 – 31.12.2001 necessary to meet each of the intermediate objectives expressed purely in terms of capacity. The area under this curve was then multiplied by the baseline level of activity expressed in days per year, to arrive at the cumulative fishing effort over the period.

FLEET REGISTER

The multi-annual guidance programmes are monitored using the declarations to the fishing vessel register of the Community. The register contains information on the physical characteristics of all the approximately 100,000 commercial marine fishing vessels in the European fleets, together with information on the MAGP segment to which each vessel belongs and the fishing gears that are installed. It is intended to provide the reference data on the fleet for all aspects of the Common Fisheries Policy.

In previous reports on the results of the MAGP, large discrepancies were sometimes noted between the information contained in the fleet register and that supplied by the Member States in their annual national reports. One of the reasons for these discrepancies was that the declarations from the Member States were screened for errors before being accepted into the database. A rejected or suspect declaration was returned to the Member State for correction or checking. This was intended to ensure the reliability of the register, but in practise often led to a divergence between the data in the national registers and those in the Community register.

These procedures have now been changed. Member States no longer have to send their declarations to DG Fisheries for processing because they now have direct access to their own data in the Community fleet register via the internet using the FRONT (Fleet Register on the Net) application. This means that the national authorities can make immediate corrections if the data in the Community register begin to diverge from those in the national database. In view of this, the capacity figures used in the present report are based on the information on the Community fleet register.

However some inconsistencies can still be found in the fleet register information. The most important of these is the fact that there are some vessels without a valid MAGP segment code. In the tables that follow these vessels have been included as unclassified. The Commission services are working in co-operation with the Member States concerned in order to rectify this.

GLOBAL RESULTS

In the table *Total Community Fleet by Member State*, the percentage change in tonnage and power over the period 1 January 1997 – 31 December 2000 is indicated. However, it should be noted that in the case of tonnage this figure may underestimate the real percentage change due to the progressive remeasurement of vessels in units of GT during the course of the period.

The * placed next to the tonnage heading (GT*) indicates that the totals underneath are calculated mixing GT and GRT values. In order to find the total, the GT value is taken first, whether it is the measured value or an estimation. When GT is not available the GRT value is used.

a) Compliance with capacity objective

The following table summarises the evolution of the entire Community fleet since the start of the MAGP IV. The shaded rows indicate the Member States that have chosen to achieve the objectives of one or more segments of their fleets by the adjustment of both activity and capacity. Compliance with the effort objectives fixed for those segments are dealt with under point b).

Since 1 January 1997 the fleet has been reduced by approximately 2.5 % in tonnage and 5.9 % in power. The Community fleet is already below the capacity objectives fixed for 31 December 2001.

Total Community Fleet by Member State

Country		Situation 1.1.1997	Situation 31.12.2000	Change in capacity 1.1.1997 to 31.12.2000	% Change	Intermediate objectives 31.12.2000	Objectives 31.12.2001	Situation at 1.1.2001 with respect to intermediate objectives	Situation at 1.1.2001 with respect to objectives for 2001
Belgium	GT*	22.527	23.054	527	2,3%	23.323	23.323	99%	99%
	kW	63.540	63.355	-185	-0,3%	67.857	67.857	93%	93%
Germany	GT*	70.161	68.578	-1.583	-2,3%	83.569	81.973	82%	84%
	kW	161.899	160.127	-1.772	-1,1%	174.022	170.049	92%	94%
Denmark	GT*	97.790	101.822	4.032	4,1%	133.916	132.540	76%	77%
	kW	393.135	372.682	-20.453	-5,2%	468.404	463.437	80%	80%
Spain	GT*	598.267	520.169	-78.098	-13,1%	803.668	799.253	65%	65%
	kW	1.530.742	1.324.493	-206.248	-13,5%	1.803.107	1.802.835	73%	73%
France (mainland)	GT*	197.847	204.705	6.858	3,5%	187.002	185.589	109%	110%
	kW	987.264	917.126	-70.138	-7,1%	929.619	921.795	99%	99%
France (overseas)	GT*								
	kW								
Greece	GT*	109.956	104.203	-5.753	-5,2%	120.884	120.755	86%	86%
	kW	661.838	619.516	-42.322	-6,4%	655.016	654.172	95%	95%
Ireland	GT*	60.264	57.681	-2.583	-4,3%	70.295	69.649	82%	83%
	kW	189.847	180.972	-8.874	-4,7%	201.302	199.009	90%	91%
Italy	GT*	247.601	231.576	-16.025	-6,5%	230.618	230.178	100%	101%
	kW	1.503.213	1.422.998	-80.215	-5,3%	1.345.340	1.341.775	106%	106%
Netherlands	GT*	144.709	177.503	32.793	22,7%	145.950	145.520	122%	122%
	kW	399.870	412.079	12.209	3,1%	429.874	423.161	96%	97%
Portugal	GT*	123.500	117.012	-6.488	-5,3%	197.342	195.885	59%	60%
	kW	393.199	399.445	6.246	1,6%	502.902	497.246	79%	80%
United Kingdom	GT*	247.197	267.718	20.521	8,3%	251.035	250.684	107%	107%
	kW	1.053.193	1.049.566	-3.627	-0,3%	1.067.968	1.066.463	98%	98%
Sweden	GT*	49.808	48.219	-1.589	-3,2%	51.369	51.159	94%	94%
	kW	255.969	231.018	-24.951	-9,7%	262.852	261.857	88%	88%
Finland	GT*	23.345	20.749	-2.596	-11,1%	23.706	23.427	88%	89%
	kW	218.275	198.739	-19.536	-9,0%	219.433	217.634	91%	91%
TOTAL COMMUNITY	GT*	1.992.971	1.942.988	-49.983	-2,5%	2.348.335	2.338.216	83%	83%
	kW	7.811.984	7.352.118	-459.866	-5,9%	8.355.132	8.326.627	88%	88%

Bold type indicates that the objectives have not been met. It should be noted that the tonnage objectives have not been revised to take into account the effects of remeasurement in units of GT, so the comparisons between the situation and the objectives are uncertain.

The vessels based in the French overseas departments (representing approximately 17,000 GT) have not been included in this table since the figures for the situation of this part of the French fleet for 1st January 1997 are not available.

Summary of compliance with capacity objectives by segment

Member State	Number of segments in which the intermediate objectives were achieved / total number of segments	
	GT	kW
Belgium	2/2	2/2
Germany	6/7	6/7
Denmark	4/4	4/4
Spain	7/7	7/7
France	14/21*	19/21
Greece	5/6	5/6
Ireland	2/3	2/3
Italy	7/10	6/10
Netherlands	4/7	5/7
Portugal	10/10	10/10
United Kingdom	5/8*	6/8
Sweden	4/6*	5/6
Finland	4/4	4/4

* These Member States are likely to achieve their tonnage objectives in some additional segments after the effect of remeasurement is taken into account. See the corresponding sections in this document.

b) Compliance with effort objectives

Six Member States chose to achieve their MAGP IV objectives by managing activity as well as capacity in one or more segments of their fleets. In order to do this the Member States were obliged to define one or more fisheries in each of the segments concerned. Fishing effort objectives were then defined for each of these fisheries. All of the fishing effort exerted by vessels in the segment must be accounted for in this way; there can be no fishing effort in a segment that is not attributed to any of the fisheries that have been defined.

Unlike capacity, fishing effort cannot be measured for a particular point in time. The effort objectives are therefore cumulative over the period of the programme. The following table shows the effort exerted in each of the fisheries from 1 January 1997 until 31 December 2000 compared with the cumulative effort objectives for the end of 2000. The last two columns in this table show the extent to which the objectives have been met. Where the objectives have been exceeded, this is shown in bold.

Compliance with effort objectives

Country	Segment code	Fishery	Cumulative effort to end 2000		Cumulative effort objective to end 2000		Cumulative effort/ Cumulative objective	
			GT days	kW days	GT days	kW days	GT days	kW days
Germany	4C4	F1	1369	4579	2076	6104	66%	75%
	4C6	F1	10224	7359	17888	12673	57%	58%
France	4F3	F1	34061	86251	44583	93133	76%	93%
	4F6	F1	7548	9441	8043	9902	94%	95%
	4F8	F1	6458	36517	7352	42692	88%	86%
	4F9	F1	3093	16164	2963	17652	104%	92%
		F2	182	1365	424	2503	43%	55%
Ireland	4G2	F1	16944	28954	23646	29179	72%	99%
	4G3	F1	973	4577	1279	6931	76%	66%
Netherlands	4J2	F1						
	4J3	F1						
	4J4	F1						
United Kingdom	4N2	F1	5047		6233	14422	81%	
		F2	17240		19196	44411	90%	
		F3	930		2280	4144	41%	
		F4	2971		2640	2576	113%	
	4N3	F1	15572		15091	58762	103%	
		F2	8316		8180	28285	102%	
	4N4	F1	108792	320445	111824	377151	97%	85%
	4N8	F1	5669	9910	11338	17639	50%	56%
Sweden	4M4	F1	6471	27995	8380	34996	77%	80%

units in '000 GT days and '000 kW days

Bold type indicates that the objectives have not been met.

RESULTS BY MEMBER STATE

The following tables and charts summarise the results of the MAGP IV at the end of 2000 for each of the Member States.

The table under point a), “situation of the fleet”, shows the intermediate capacity objectives for the end of 2000 compared to the situation of the fleet according to the Fleet Register on that date.

The two charts under point b), “fleet evolution”, show the evolution of the total capacity of the fleet for each Member State since the beginning of MAGP IV.

The table under point c), “fishing effort”, gives the fishing effort by segment. The information in this table is the information provided by the Member States in their national reports. Where fisheries are identified within segments (the shaded rows labelled F1, F2 etc.), the objectives for the segment are expressed in terms of fishing effort in the MAGP IV Decision, so activity limitations contribute to the achievement of the objectives

Finally, under point d), “cumulative fishing effort”, the table shows the cumulative intermediate fishing effort objectives for each of the segments and fisheries in which the objectives are expressed in terms of fishing effort. The charts following this table, compare the cumulative fishing effort declared by the Member States (white bars) with the cumulative intermediate effort objectives under the MAGP IV (shaded bars).

BELGIUM

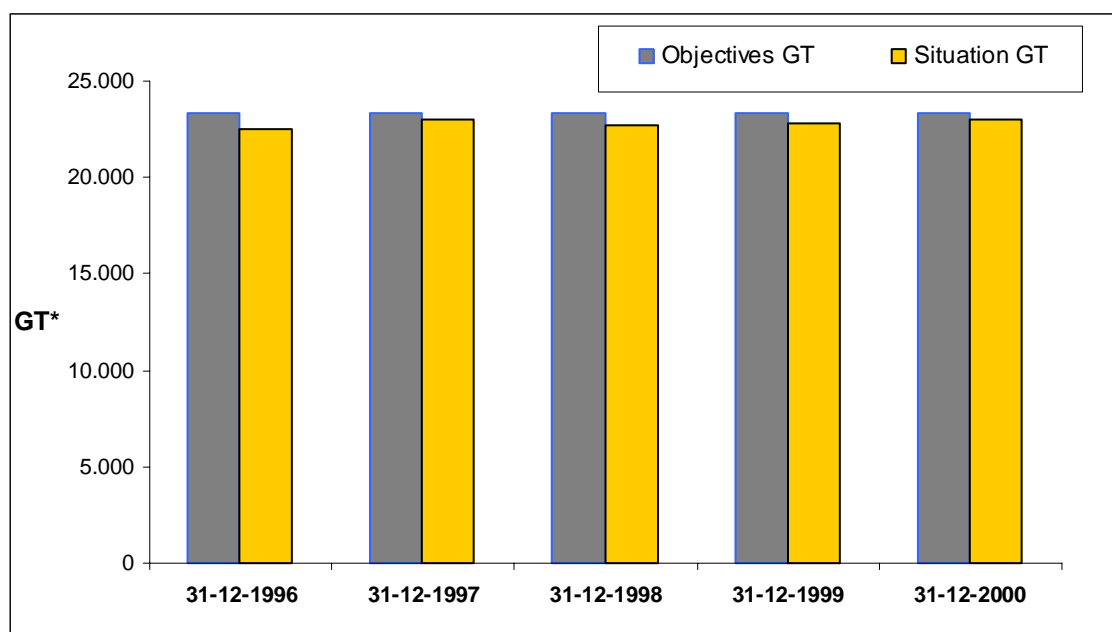
In the discussions for the preparation of the MAGP IV, Belgium presented economic arguments for maintaining the objectives of its fleet at the level set by the transitional multi-annual guidance programme of 1992. The Commission accepted that these objectives represented the minimum viable capacity of the Belgian fleet. The objectives of the MAGP IV are therefore to stabilise capacity at that level.

a) Situation of the fleet

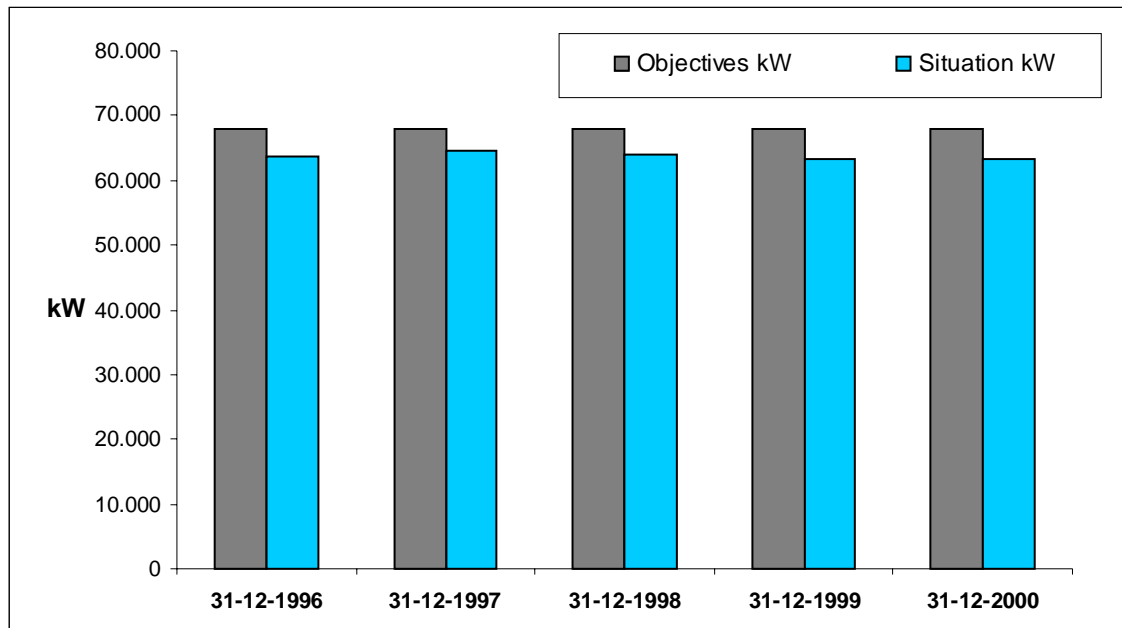
Segment	Number of vessels	Situation 31.12.2000		Intermediate objective 31.12.2000		% situation / objective 31.12.2000	
		GT*	kW	GT*	kW	GT*	kW
4A1 Beam trawlers	119	21969	60960	22008	63987	99,8%	95,3%
4A2 Demersal trawlers	8	1085	2395	1315	3870	82,5%	61,9%
TOTAL	127	23054	63355	23323	67857	98,8%	93,4%

b) Fleet evolution

Belgium. Evolution of global fleet capacity in GT compared to objectives*



Belgium. Evolution of global fleet capacity in kW compared to objectives.



c) Fishing effort

No fishing effort data were provided.

GERMANY

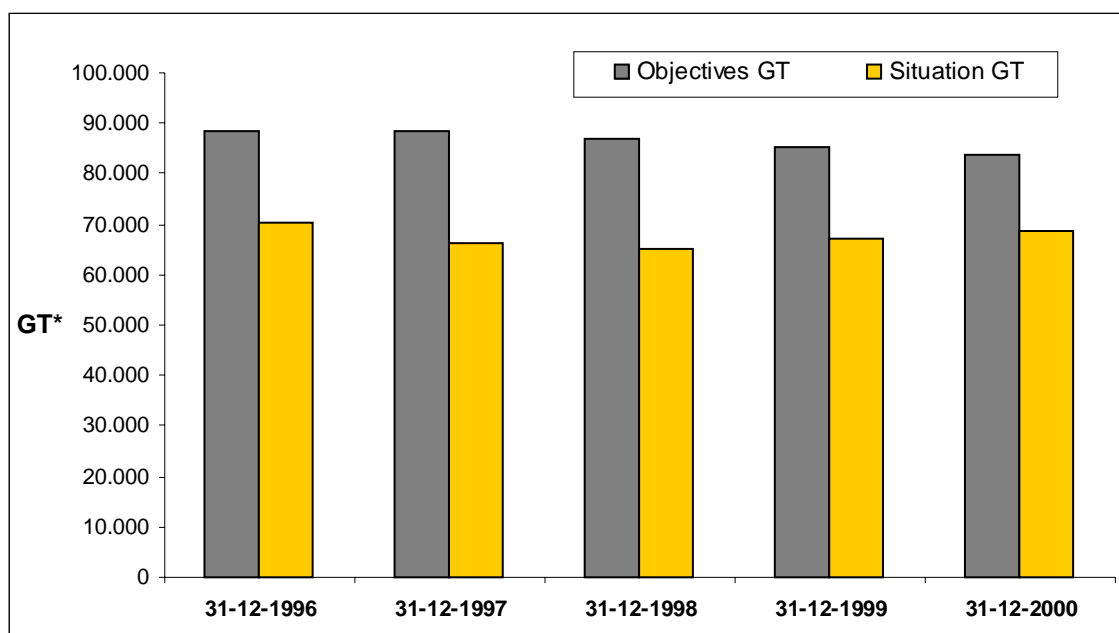
a) Situation of the fleet

Segment	Number of vessels	Situation 31.12.2000		Intermediate objective 31.12.2000		% situation / objective 31.12.2000	
		GT*	kW	GT*	kW	GT*	kW
4C1 Small scale coastal <12 m	1766	3983	30265	4827	31433	82,5%	96,3%
4C2 Passive gear >12 m	25	1738	4995	2089	5926	83,2%	84,3%
4C3 Trawlers	130	9569	31403	12584	34314	76,0%	91,5%
4C4 Beam trawlers	7	1729	6303	2263	6759	76,4%	93,3%
4C5 Beam trawlers (list I and II)	298	12543	49809	11102	48819	113,0%	102,0%
4C6 Trawlers	3	18105	12841	18356	12841	98,6%	100,0%
4C7 Trawlers	10	20911	24511	32348	33930	64,6%	72,2%
TOTAL	2239	68578	160127	83569	174022	82,1%	92,0%

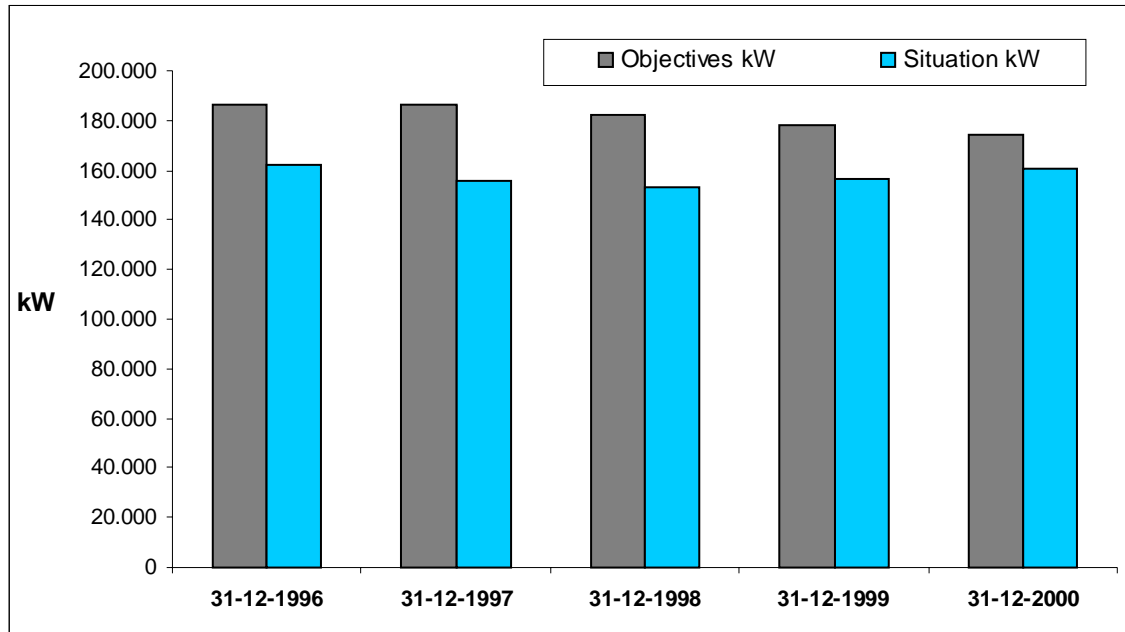
Bold type indicates that the objectives have not been met. It should be noted that the tonnage objectives have not been revised to take into account the effects of remeasurement in units of GT, so the comparisons between the situation and the objectives are uncertain.

b) Fleet evolution

Germany. Evolution of global fleet capacity in GT compared to objectives.*



Germany. Evolution of global fleet capacity in kW compared to objectives.



c) Fishing effort

Germany operates fishing effort regimes in two segments of the fleet, the beam trawlers operating in the North Sea (4C4) and the pelagic trawlers (4C6). Germany manages the fishing effort in these two segments by allocating days at sea to individual vessels in the case of beam trawlers and by limiting the aggregate effort of the pelagic trawlers. However the services of the Commission have queried certain details concerning the calculation of the number of days spent at sea, in particular regarding the apparent exclusion of time spent fishing species that are not listed in Annex I of Council Decision 97/413/EC.

Segment code	Fishery	1997		1998		1999		2000	
		GT days	kW days	GT days	kW days	GT days	kW days	GT days	kW days
4C1				540	3934	555	4057	524	3932
4C2				359	1116	416	1084	461	1198
4C3				2419	6871	1941	6032	1801	5570
4C4	F1	564	1658	271	979	262	945	272	997
4C5				1684	7131	2260	8475	2384	9006
4C6	F1	4684	3336	1502	1161	1838	1373	2200	1488
4C7				5577	7469	5991	7419	4962	5832

units in '000 GT days and '000 kW days

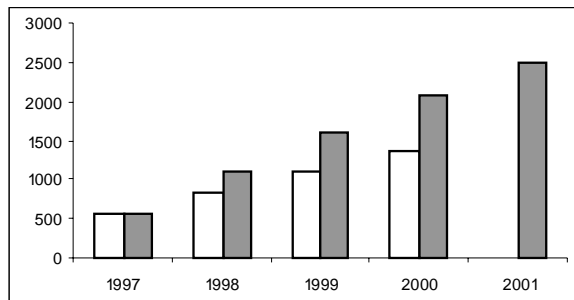
d) Cumulative fishing effort

Segment code	Fishery	end 1998		end 1999		end 2000		end 2001	
		GT days	kW days	GT days	kW days	GT days	kW days	GT days	kW days
4C4	F1	1088	3199	1592	4681	2056	6045	2481	7293
4C6	F1	9179	6538	13581	9672	17793	12673	21817	15539

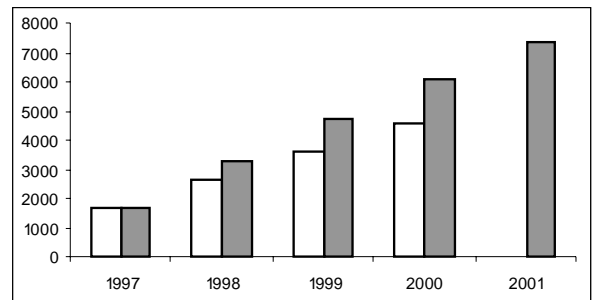
units in '000 GT days and '000 kW days

4C4 Beam trawlers

GT days ('000)

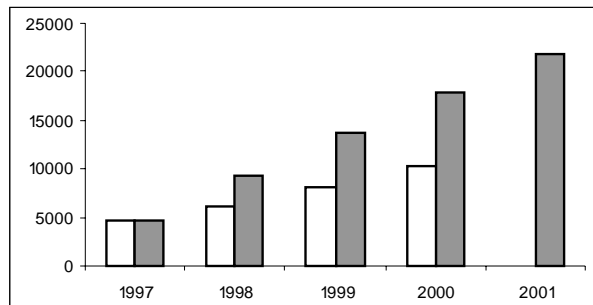


kW days ('000)

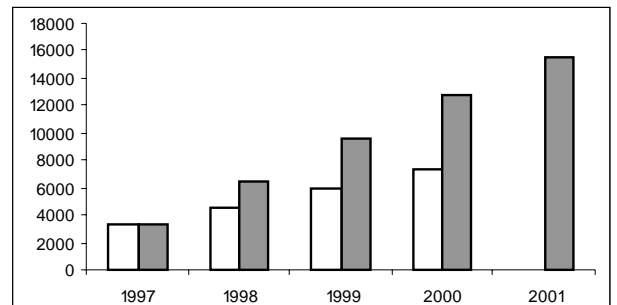


4C6 Pelagic trawlers

GT days ('000)



kW days ('000)



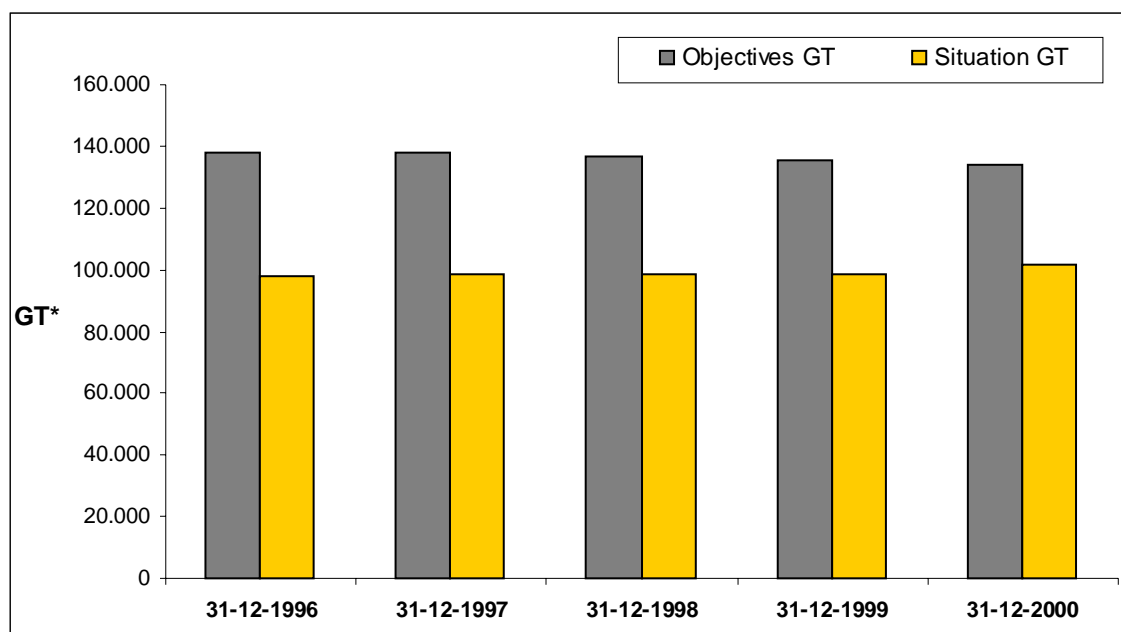
DENMARK

a) Situation of the fleet

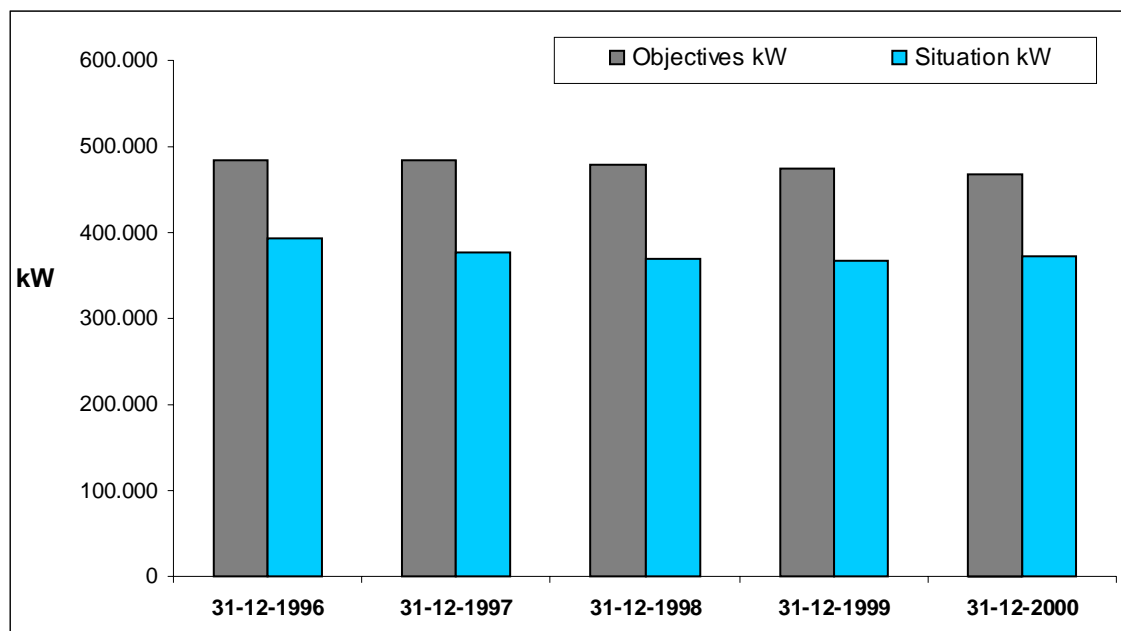
Segment	Number of vessels	Situation 31.12.2000		Intermediate objective 31.12.2000		% situation / objective 31.12.2000	
		GT*	kW	GT*	kW	GT*	kW
4B1 Small scale coastal <12 m	2870	7710	67815	11387	92429	67,7%	73,4%
4B2 Netters	186	5289	30112	9803	40064	54,0%	75,2%
4B3 Trawlers and seiners (Danish seine)	1011	76223	246075	100961	313531	75,5%	78,5%
4B4 Purse seiners and pelagic trawlers	11	8408	16374	11765	22381	71,5%	73,2%
Unclassified	80	4192	12307				
TOTAL	4158	101822	372682	133916	468404	76,0%	79,6%

b) Fleet evolution

Denmark. Evolution of global fleet capacity in GT compared to objectives*



Denmark. Evolution of global fleet capacity in kW compared to objectives.



c) Fishing effort

Overall fishing effort data were provided, but not broken down by fleet segment.

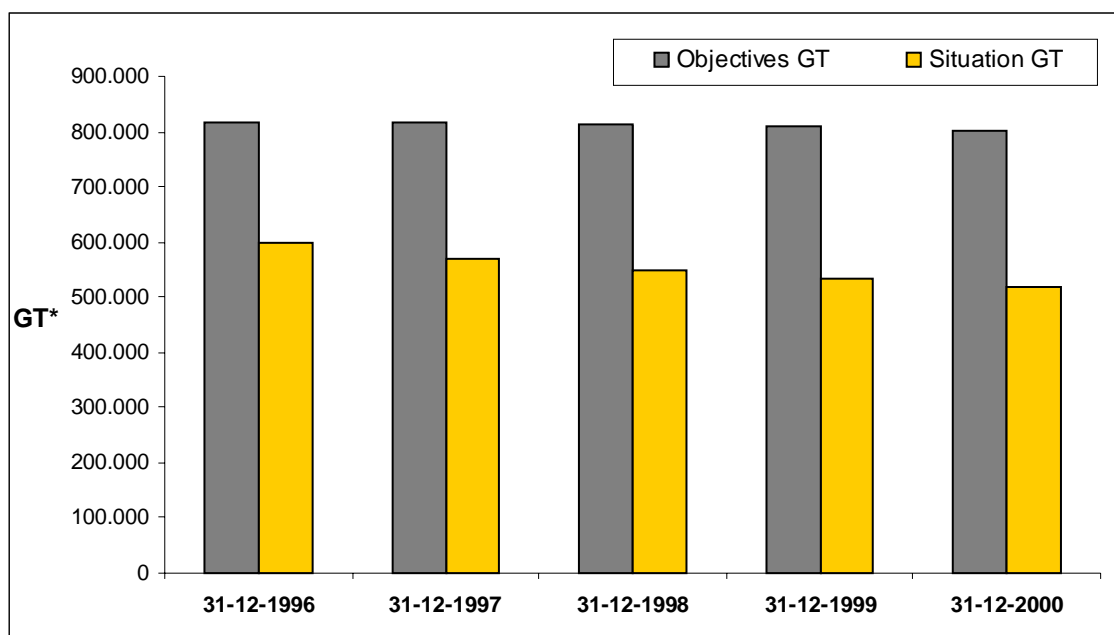
SPAIN

a) Situation of the fleet

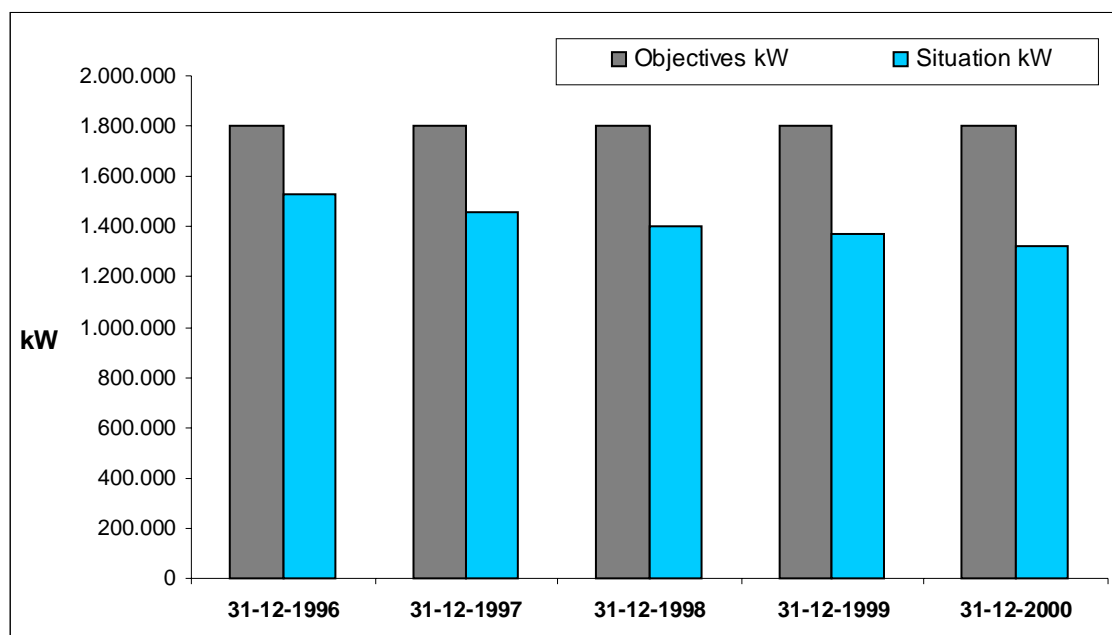
Segment	Number of vessels	Situation 31.12.2000		Intermediate objective 31.12.2000		% situation / objective 31.12.2000	
		GT*	kW	GT*	kW	GT*	kW
4E1 Artisanal <12 m	12031	22340	189055	33293	271396	67,1%	69,7%
4E2 Trawlers	1945	129611	365905	164902	428264	78,6%	85,4%
4E3 Fixed gear	1019	47877	140545	59828	151633	80,0%	92,7%
4E4 Purse seiners	788	46560	170779	58916	178138	79,0%	95,9%
4E5 Trawl and mobile gear	430	147746	250963	334595	517173	44,2%	48,5%
4E6 Fixed gear	377	53915	101030	56642	118370	95,2%	85,4%
4E7 Tuna fleet	37	71761	105447	95493	138133	75,1%	76,3%
Unclassified	32	359	770				
TOTAL	16659	520169	1324493	803668	1803107	64,7%	73,5%

b) Fleet evolution

Spain. Evolution of global fleet capacity in GT compared to objectives.*



Spain. Evolution of global fleet capacity in kW compared to objectives.



c) Fishing effort

Segment code	1997		1998		1999		2000	
	GT days	kW days	GT days	kW days	GT days	kW days	GT days	kW days
4E1	8637	74667	8508	73067	8359	70617	8060	68087
4E2	38475	109403	38128	105555	36685	104457	35205	98675
4E3	17405	48276	15292	42339	16055	46477	14671	43085
4E4	13501	45284	13585	45960	11996	44767	12140	44487
4E5	62226	105967	52313	87979	49814	81379	33652	47388
4E6	17620	35365	16494	30647	17735	33949	14762	26078
4E7	27628	41625	27746	41626	28320	42279	27731	40889

units in '000 GT days and '000 kW days

FRANCE

a) Situation of the fleet

Segment		Number of vessels	Situation 31.12.2000		Intermediate objective 31.12.2000		% situation / objective 31.12.2000	
			GT*	kW	GT*	kW	GT*	kW
Mainland	4F1 Small scale coastal <12 m	2120	10217	164537	11295	164874	90,5%	99,8%
	4F2 Trawlers 0-30 m, Atlantic	1603	72000	369781	62063	345148	116,0%	107,1%
	4F3 Trawlers >30 m, Atlantic	71	37759	72884	41924	85388	90,1%	85,4%
	4F4 Non trawlers 12-25 m, Atlantic	246	13150	60759	9898	62670	132,9%	97,0%
	4F5 Non trawlers >25 m, Atlantic	10	2912	6315	966	2699	301,5%	234,0%
	4F6 Pelagic trawlers >50 m, Atlan.	3	6803	8580	6970	8580	97,6%	100,0%
	4F7 Small scale specialised, Med.	1535	4515	90082	5078	99722	88,9%	90,3%
	4F8 Trawlers, Mediterranean	139	9137	40813	7530	43144	121,3%	94,6%
	4F9 Seiners, Mediterranean	44	5310	25309	4974	25965	106,8%	97,5%
	4FA Dakar pole & line vessels	5	1273	2744	1744	3935	73,0%	69,7%
	4FB Seiners International waters	27	41629	75321	34561	87494	120,5%	86,1%
Overseas departments	4FC Réunion <12 m	262	620	11801	953	14369	65,0%	82,1%
	4FD Réunion - Tuna vessels	19	1340	5395	3600	9875	37,2%	54,6%
	4FE Réunion - Others >12 m	9	1974	4431	3629	6735	54,4%	65,8%
	4FF Guyane <12 m	53	271	3209	381	5030	71,0%	63,8%
	4FG Guyane - Shrimp vessels	60	7256	18908	6526	19726	111,2%	95,9%
	4FH Guyane - Offshore vessels	5	367	1069	2715	4155	13,5%	25,7%
	4FJ Martinique <12 m	1070	2251	53239	2675	62771	84,2%	84,8%
	4FK Martinique >12 m	8	477	2320	829	2616	57,5%	88,7%
	4FL Guadeloupe <12 m	884	2762	89201	3925	100631	70,4%	88,6%
	4FM Guadeloupe >12 m	1	14	220	425	1530	3,2%	14,4%
TOTAL		8174	222036	1106919	212661	1157055	104,4%	95,7%

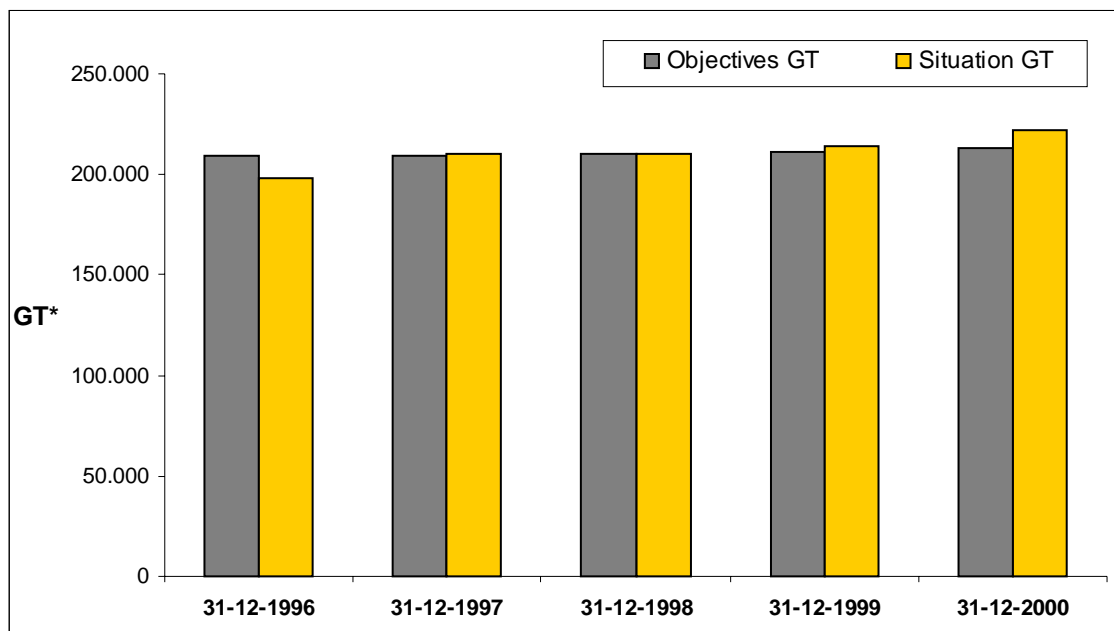
Bold type indicates that the objectives have not been met. It should be noted that the tonnage objectives have not been revised to take into account the effects of remeasurement in units of GT, so the comparisons between the situation and the objectives are uncertain.

The overcapacity in terms of tonnage reflected by the fleet register data for the segments 4F2 (Trawlers 0-30 m), 4F9 (Seiners, Mediterranean) and 4FB (Seiners International waters) is likely to disappear after the objectives are adjusted to take into account the effect of remeasurement.

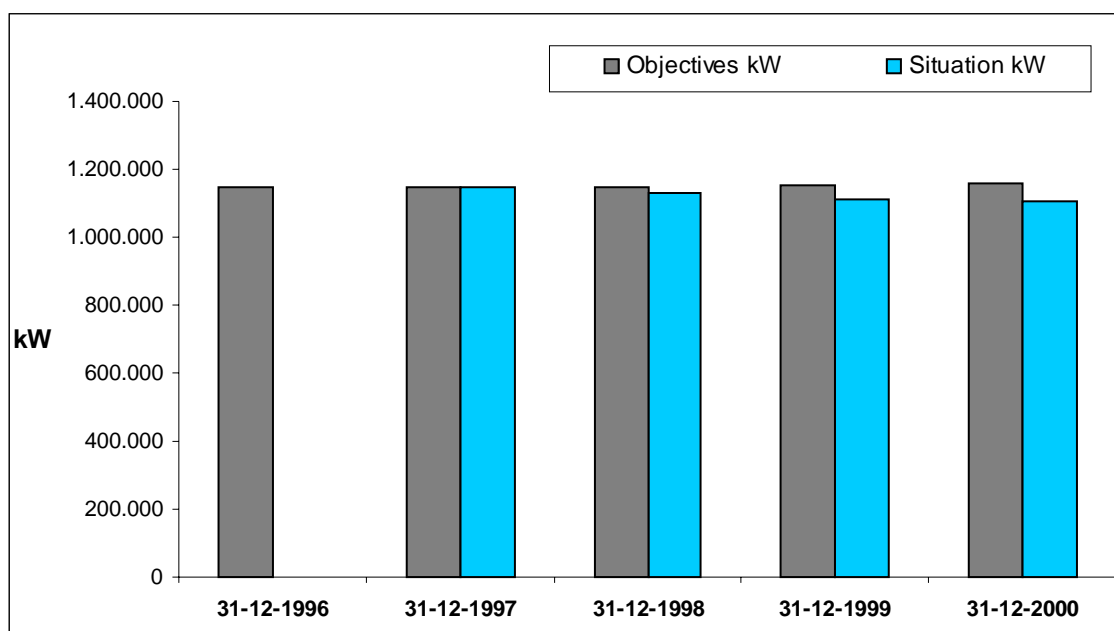
For several segments, there are significant differences in terms of tonnage between the situation according to the Fleet Register data and the situation declared by France in the annual report; these may be due to the fact that fleet register GT* tonnage total being, as explained above, a mixture of GT and GRT values.

b) Fleet evolution

France. Evolution of global fleet capacity in GT compared to objectives.*



France. Evolution of global fleet capacity in kW compared to objectives.



* The bar corresponding to the total power of the fleet at the end of 1996 has been omitted because the figures for the situation of the overseas departments fleet for that date are not available.

c) Fishing effort

France has opted to control fishing effort in four segments of the fleet, but the services of the Commission have raised certain reservations concerning the efficacy of certain provisions of the fishing effort management regimes that have been introduced, notably the weekend prohibition of fishing in segment 4F8.

Segment code	Fishery	1997		1998		1999		2000	
		GT days	kW days	GT days	kW days	GT days	kW days	GT days	kW days
4F1									
4F2		14320	92831	13616	87887	13380	86183	11898	76357
4F3	F1	8814	22004	8656	21748	8695	21906	7896	20593
4F4									
4F5									
4F6	F1	2052	2523	1855	2318	1736	2196	1905	2404
4F7									
4F8	F1	1835	10454	1615	9194	1522	8589	1486	8281
4F9	F1	776	4425	798	4168	816	4135	704	3435
	F2	66	442	46	360	43	350	26	213
4FA									
4FB		10291	25843	10156	25470	9772	24315	8695	21474
4FC									
4FD									
4FE									
4FF									
4FG									
4FH									
4FJ									
4FK									
4FL									
4FM									

units in '000 GT days and '000 kW days

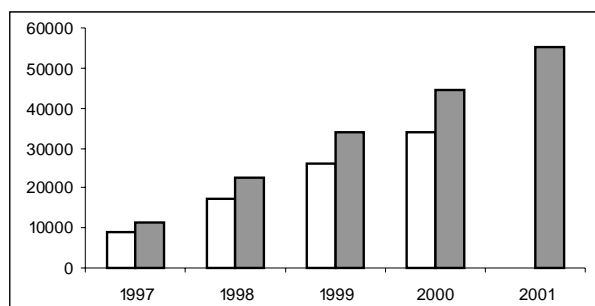
d) Cumulative fishing effort objectives

Segment code	Fishery	end 1998		end 1999		end 2000		end 2001	
		GT days	kW days	GT days	kW days	GT days	kW days	GT days	kW days
4F3	F1	28792	47261	42849	70336	56567	92855	69947	114818
4F6	F1	4739	5022	7055	7476	9316	9873	11524	12213
4F8	F1	4316	21346	6474	32019	8632	42692	10790	53365
4F9	F1	1665	9118	2455	13443	3202	17535	3906	21392
	F2	230	1251	345	1877	461	2503	576	3128

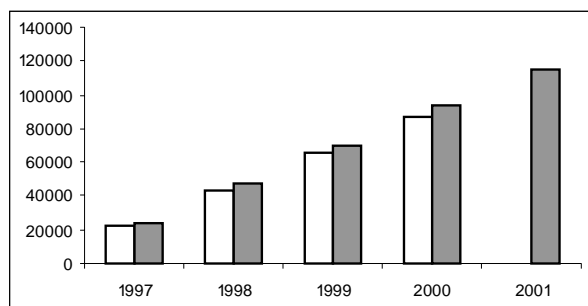
units in '000 GT days and '000 kW days

4F3 Trawlers > 30 metres

GT days ('000)

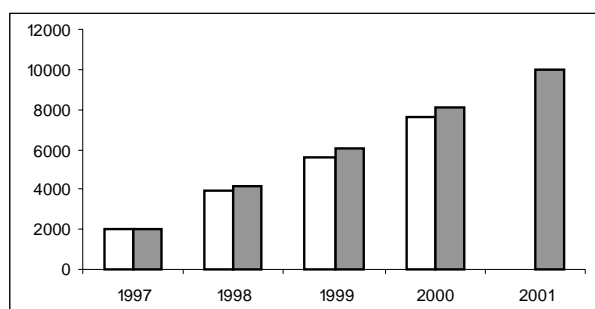


kW Days ('000)

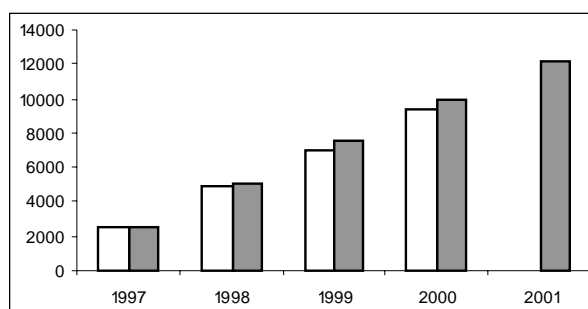


4F6 Pelagic trawlers > 50 metres

GT days ('000)

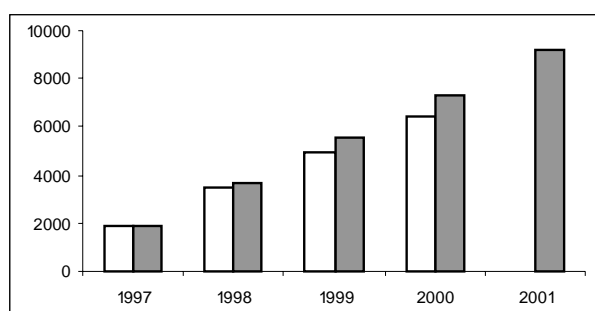


kW days ('000)

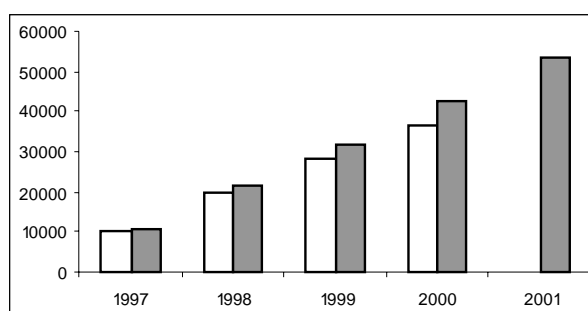


4F8 Mediterranean trawlers

GT days ('000)

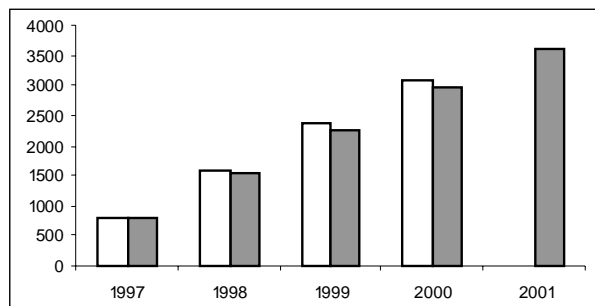


kW days ('000)

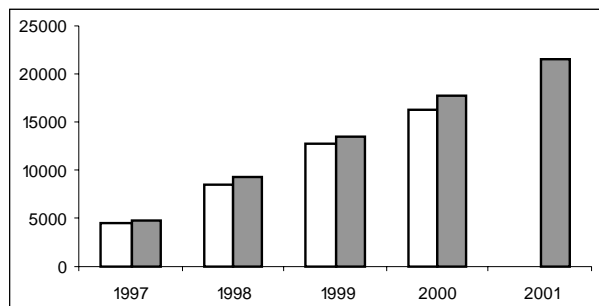


4F9 Mediterranean seiners: Fishery F1: Tuna

GT days ('000)

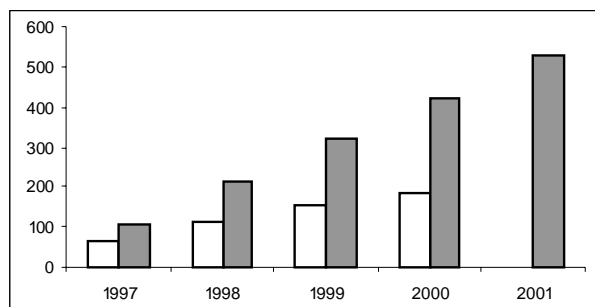


kW days ('000)

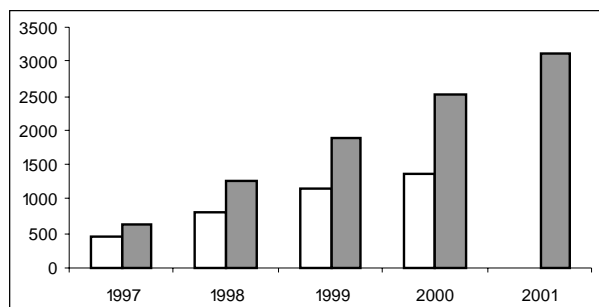


4F9 Mediterranean seiners: Fishery F2: Small pelagics

GT days ('000)



kW days ('000)



GREECE

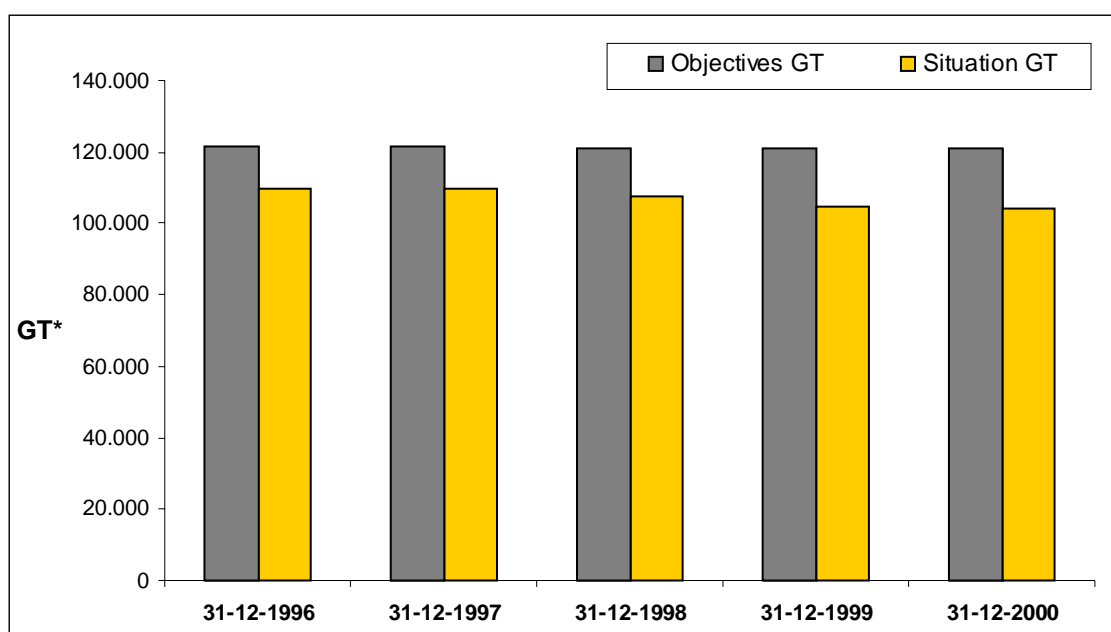
a) Situation of the fleet

Segment	Number of vessels	Situation 31.12.2000		Intermediate objective 31.12.2000		% situation / objective 31.12.2000	
		GT*	kW	GT*	kW	GT*	kW
4D1 Small scale coastal < 12 m	17775	34478	340353	40366	370358	85,4%	91,9%
4D2 Demersal	354	24677	102333	23648	95976	104,4%	106,6%
4D3 Gri-gri	342	11466	59716	12539	63445	91,4%	94,1%
4D4 Sponges	9	70	493	186	1202	37,8%	41,0%
4D5 >12 metres	952	12328	74212	13154	86283	93,7%	86,0%
4D6 Demersal International waters	52	19071	32056	30991	37751	61,5%	84,9%
Unclassified	246	2112	10353				
TOTAL	19730	104203	619516	120884	655016	86,2%	94,6%

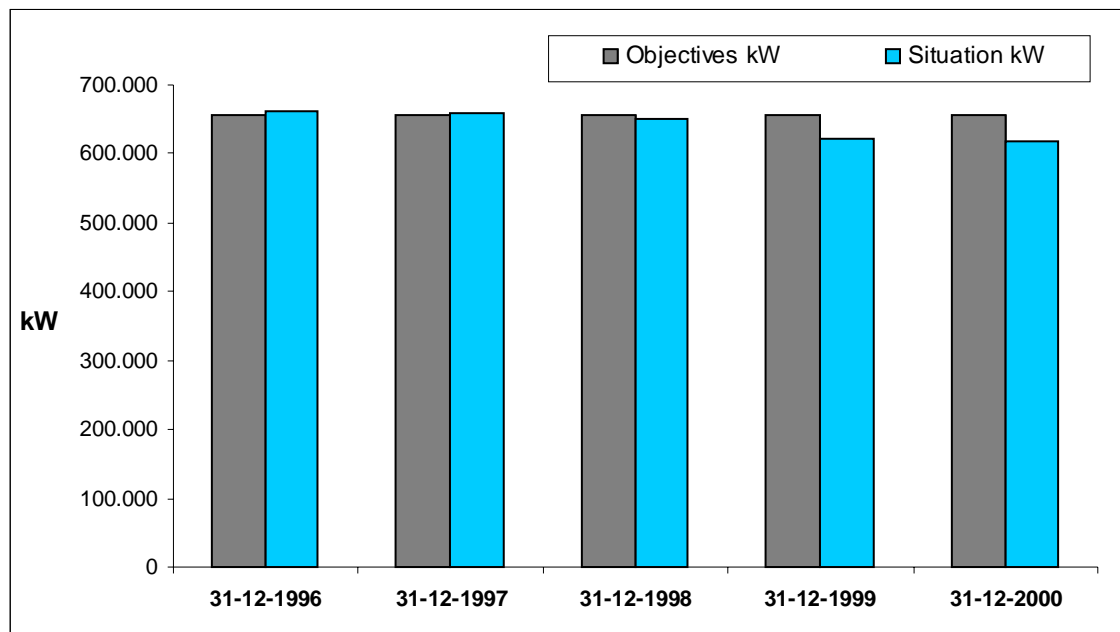
Bold type indicates that the objectives have not been met. It should be noted that the tonnage objectives have not been revised to take into account the effects of remeasurement in units of GT, so the comparisons between the situation and the objectives are uncertain.

b) Fleet evolution

Greece. Evolution of global fleet capacity in GT compared to objectives.*



Greece. Evolution of global fleet capacity in kW compared to objectives.



c) Fishing effort

Segment code	1997		1998		1999		2000	
	GT days	kW days	GT days	kW days	GT days	kW days	GT days	kW days
4D1	8434	68582	9178	72889	9382	73913	9024	71378
4D2	5692	25686	5148	23854	4858	22618	4331	20112
4D3	2717	12388	2641	12129	2665	12228	2507	11506
4D4								
4D5	2660	16248	2614	15701	2534	15205	2574	15456
4D6	4680	11112	3567	8334	3807	9039	4187	10009

units in '000 GT days and '000 kW days

IRELAND

a) Situation of the fleet

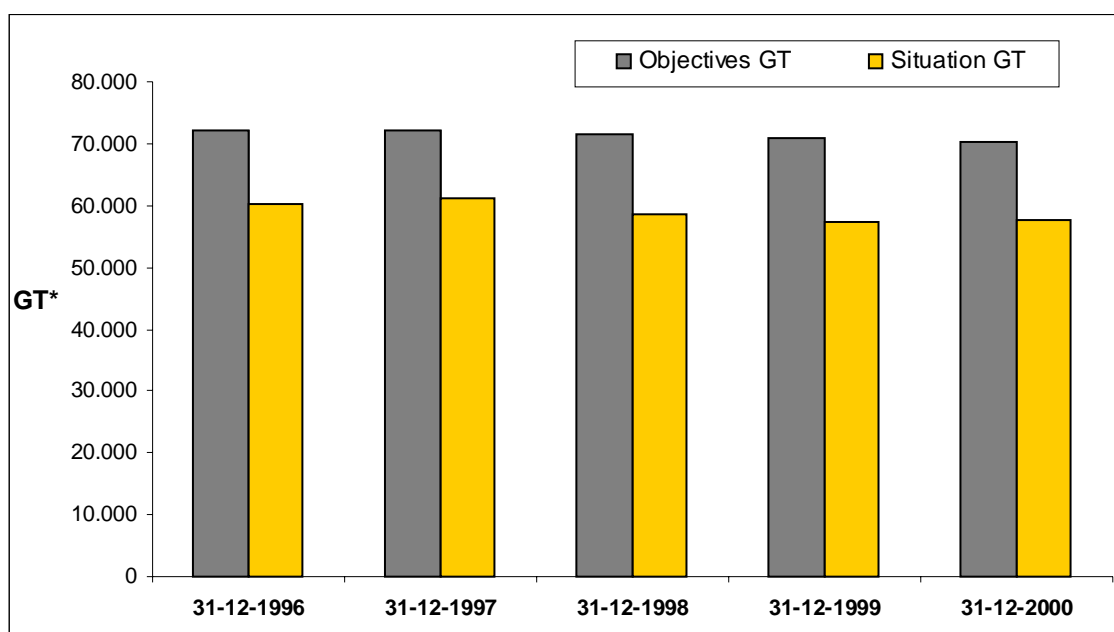
Segment	Number of vessels	Situation 31.12.2000		Objective 31.12.2000		% situation / objective 31.12.2000	
		GT*	kW	GT*	kW	GT*	kW
4G1 Polyvalent	1030	36455	136769	46831	166150	77,8%	82,3%
4G2 Pelagic trawl and purse seines	22	19612	37361	22308	29039	87,9%	128,7%
4G3 Beam trawl	7	1330	5875	1156	6113	115,1%	96,1%
Unclassified	32	284	966				
TOTAL	1091	57681	180972	70295	201302	82,1%	89,9%

Bold type indicates that the objectives have not been met. It should be noted that the tonnage objectives have not been revised to take into account the effects of remeasurement in units of GT, so the comparisons between the situation and the objectives are uncertain.

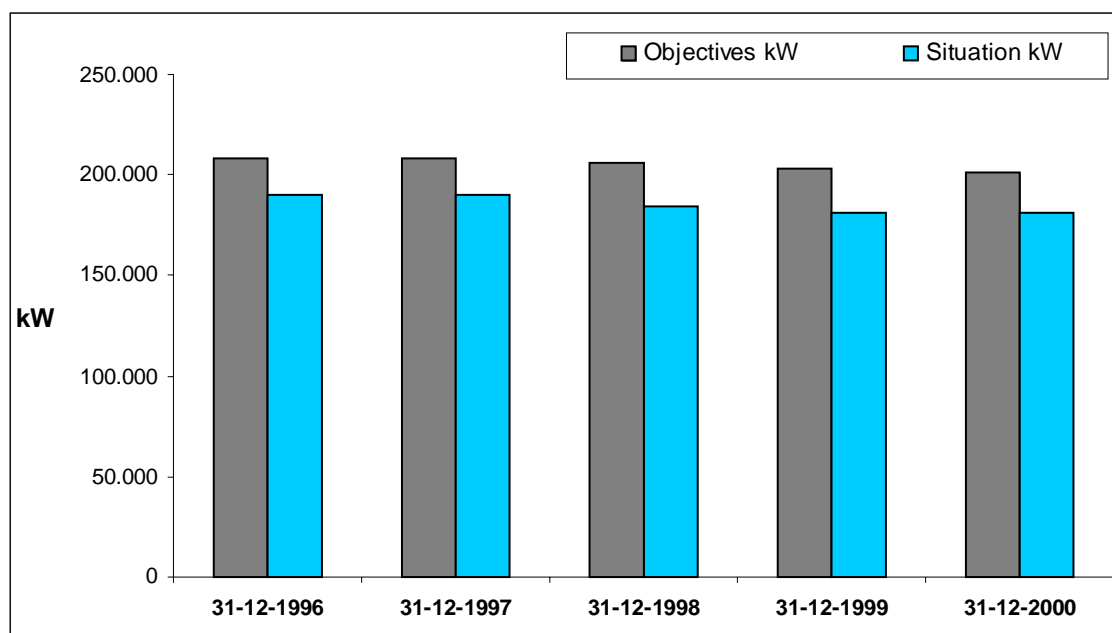
Note: The objectives for segment 4G1 were increased at the start of the MAGP IV in order to take into account the capacity of previously unregistered vessels. The registration of these vessels has not yet been completed, with approximately 400 of a total of about 1000 applications as yet unprocessed. The capacity of this segment is therefore underestimated in the table. The situation declared by the Irish authorities for the Pelagic segment (4G2) at the end of 2000 is of 22804 GT and 41520 kW.

b) Fleet evolution

Ireland. Evolution of global fleet capacity in GT compared to objectives.*



Ireland. Evolution of global fleet capacity in kW compared to objectives.



c) Fishing effort

Segment code	Fishery	1997		1998		1999		2000	
		GT days	kW days	GT days	kW days	GT days	kW days	GT days	kW days
4G1		4973	18399	5359	18547	6120	22509	5268	19864
4G2	F1	4451	7773	4029	7022	4091	7020	4373	7141
4G3	F1	232	1112	273	1304	278	1278	190	1304

units in '000 GT days and '000 kW days

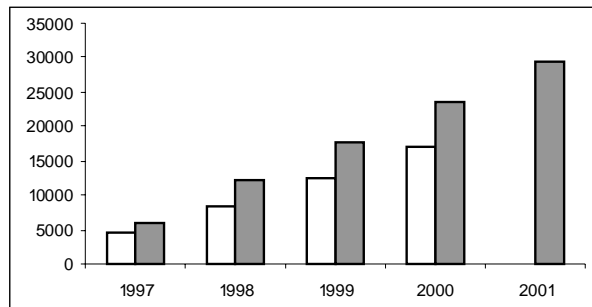
d) Cumulative fishing effort objectives

Segment	Fishery	end 1998		end 1999		end 2000		end 2001	
		GT days	kW days	GT days	kW days	GT days	kW days	GT days	kW days
4G2	F1	11922	14712	17804	21970	23606	29130	29329	36192
4G3	F1	650	3525	967	5240	1275	6907	1574	8528

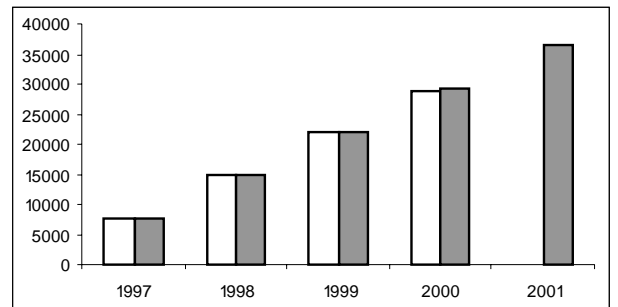
units in '000 GT days and '000 kW days

4G2 Pelagic

GT days ('000)

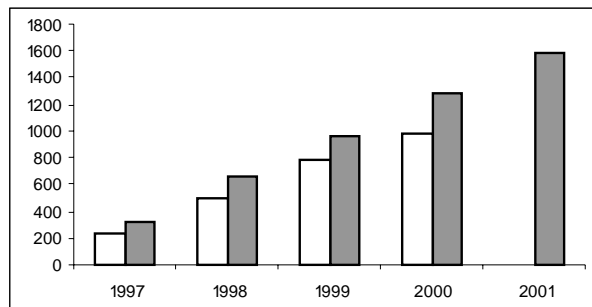


kW days ('000)

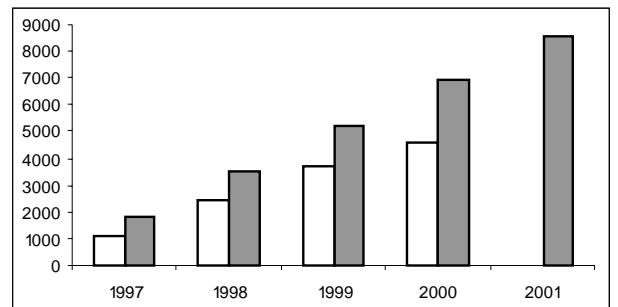


4G3 Beam trawl

GT days ('000)



kW days ('000)



ITALY

In the MAGP IV Decision for Italy, a footnote to the table of objectives stated that the figures would be revised in the light of the conclusions of a working group set up between the Commission and the Italian authorities to review the data on the Italian fleet, which were considered at the time of adoption to be unreliable.

Based on the results of the working group, the Italian MAGP was amended by Decision 2000/279/EC⁶ of 30 March 2000. However it should be noted that although the revised figures are considered to be a much more accurate representation of the Italian fleet, further revisions are envisaged.

a) Situation of the fleet

Segment	Number of vessels	Situation 31.12.2000		Intermediate objective 31.12.2000		% situation / objective 31.12.2000	
		GT*	kW	GT*	kW	GT*	kW
4H1 Small scale coastal < 12 m	4573	8816	108978	10704	79994	82,4%	136,2%
4H2 Bottom trawlers	1742	77912	370819	64152	312437	121,4%	118,7%
4H3 Pelagic pair trawlers	21	1156	5881	794	4749	145,6%	123,8%
4H4 Small purse seiners	8270	54913	436992	58250	453447	94,3%	96,4%
4H5 Hydraulic dredgers	747	9490	81111	9802	95108	96,8%	85,3%
4H6 Polyvalent	1687	48721	279660	30816	199411	158,1%	140,2%
4H7 Bottom trawlers	106	8855	35795	8025	22276	110,3%	160,7%
4H8 Polyvalent non trawlers	20	2691	10440	6301	23696	42,7%	44,1%
4H9 Tuna purse seiners	15	1995	8390	3255	12454	61,3%	67,4%
4HA Swordfish fleet	356	5636	48153	9287	88404	60,7%	54,5%
4HB Trawlers and purse seiners	25	10199	28012	29232	53364	34,9%	52,5%
Unclassified	92	1191	8768				
TOTAL	17654	231576	1422998	230618	1345340	100,4%	105,8%

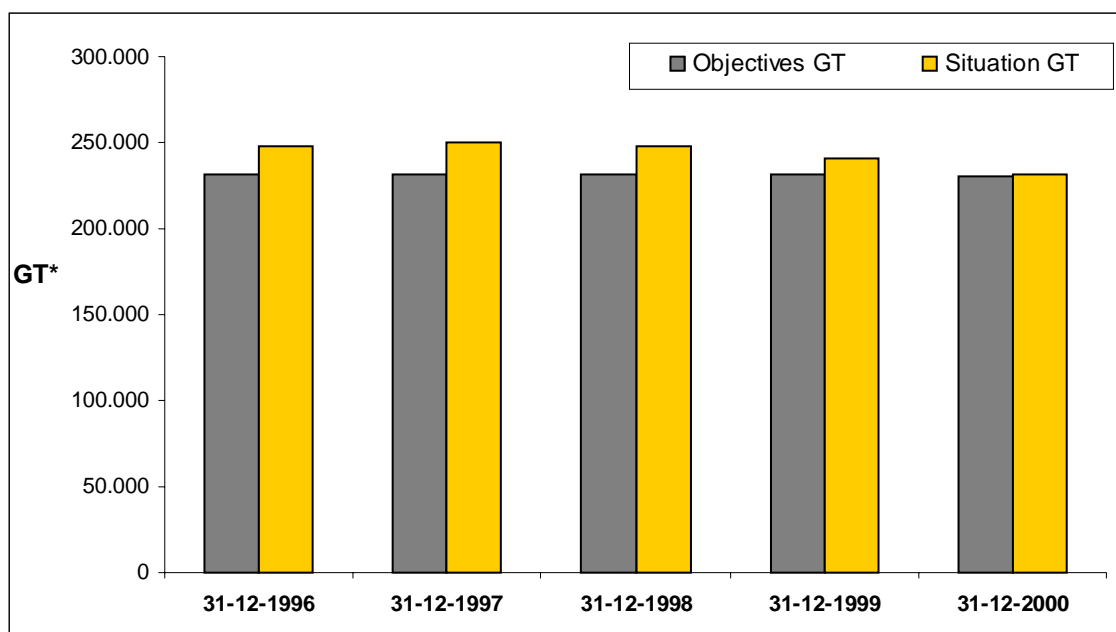
Bold type indicates that the objectives have not been met. It should be noted that the tonnage objectives have not been revised to take into account the effects of remeasurement in units of GT, so the comparisons between the situation and the objectives are uncertain.

In the annual report, Italy declares to be within their global objectives for tonnage although outside the global power objective. In the table above there are very large discrepancies for certain segments between the data in the fleet register and those supplied by Italy in the annual report. These may arise because the allocation of vessels to their correct segments in the Community fleet register is not yet complete, since the number of vessels declared by Italy and that reflected by the fleet register differs only by 13.

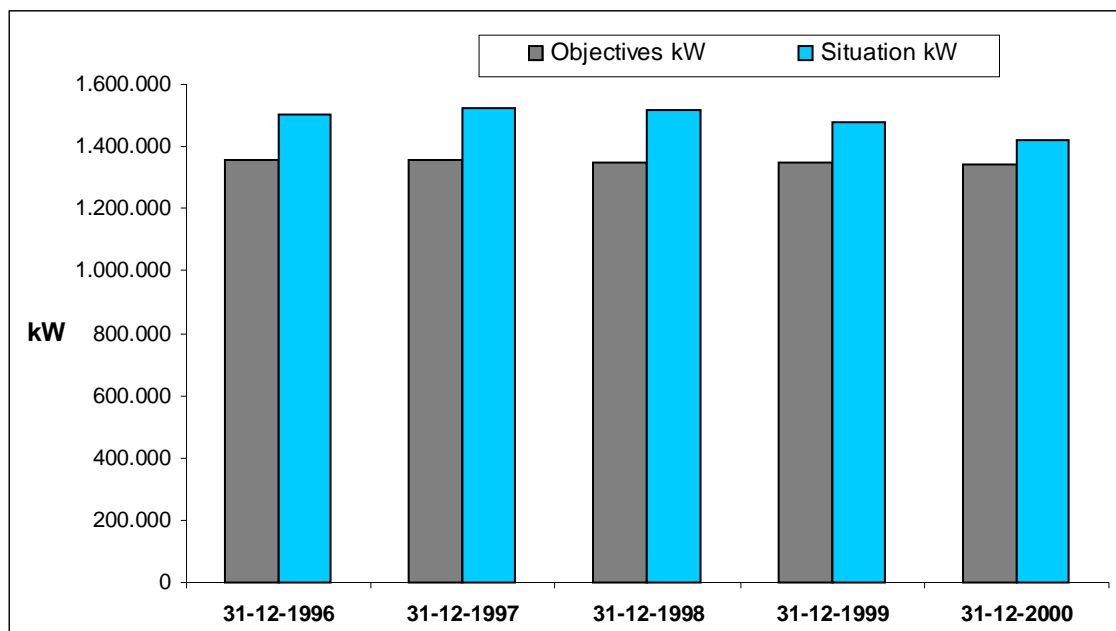
⁶ OJ L 90, 12.4.2000, p. 12.

b) Fleet evolution

Italy. Evolution of global fleet capacity in GT compared to objectives.*



Italy. Evolution of global fleet capacity in kW compared to objectives.



c) Fishing effort

Segment code	1997		1998		1999		2000	
	GT days	kW days	GT days	kW days	GT days	kW days	GT days	kW days
4H1	41632	386281	69764	618885	70004	640539		
4H2	38610	187855	41960	211766	39503	200341		
4H3	305	1526	258	1410	208	1135		
4H4								
4H5	664	6925	607	6379	673	7132		
4H6	42226	330681	31928	266564	34271	281087		
4H7								
4H8								
4H9								
4HA								
4HB								

units in '000 GT days and '000 kW days

NETHERLANDS

a) Situation of the fleet

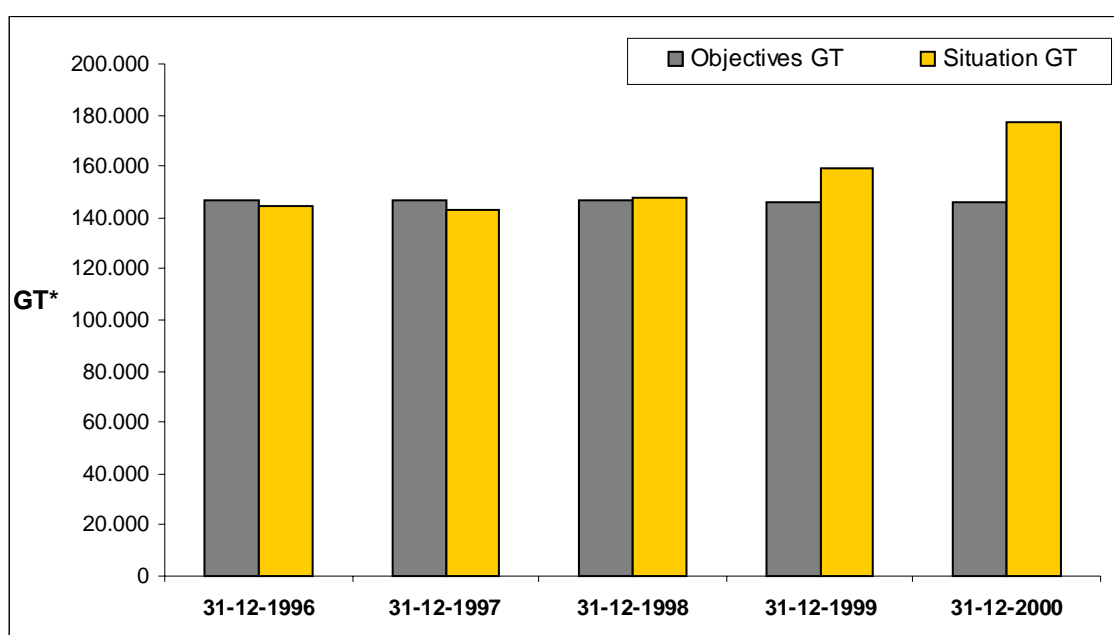
At the time of writing, the Dutch authorities had not submitted the annual report on the implementation of MAGP IV, nor had they updated the information in the Fleet Register, according the new segmentation of their fleet. Therefore, the information provided in the table below does not accurately reflect the situation of the Dutch fleet by segment. In particular, the table shows that no vessels have yet been allocated to the new segments 4J6 and 4J7.

Segment	Number of vessels	Situation 31.12.2000		Intermediate objective 31.12.2000		% situation / objective 31.12.2000	
		GT*	kW	GT*	kW	GT*	kW
4J1 Small scale coastal < 12 m	106	240	3052	229	1968	104,9%	155,1%
4J2 Pelagic trawlers	18	93066	91497	48790	62475	190,7%	146,5%
4J3 Cutters \geq 221 kW	187	71301	278198	71775	282329	99,3%	98,5%
4J4 Eurocutters \leq 221 kW	196	12663	37142	13427	41529	94,3%	89,4%
4J5 Small vessels (trawlers)	90	232	2190	213	2245	109,1%	97,6%
4J6 Shrimps vessels	0	0	0	2813	10318	0,0%	0,0%
4J7 All gears	0	0	0	8703	29010	0,0%	0,0%
TOTAL	597	177503	412079	145950	429874	121,6%	95,9%

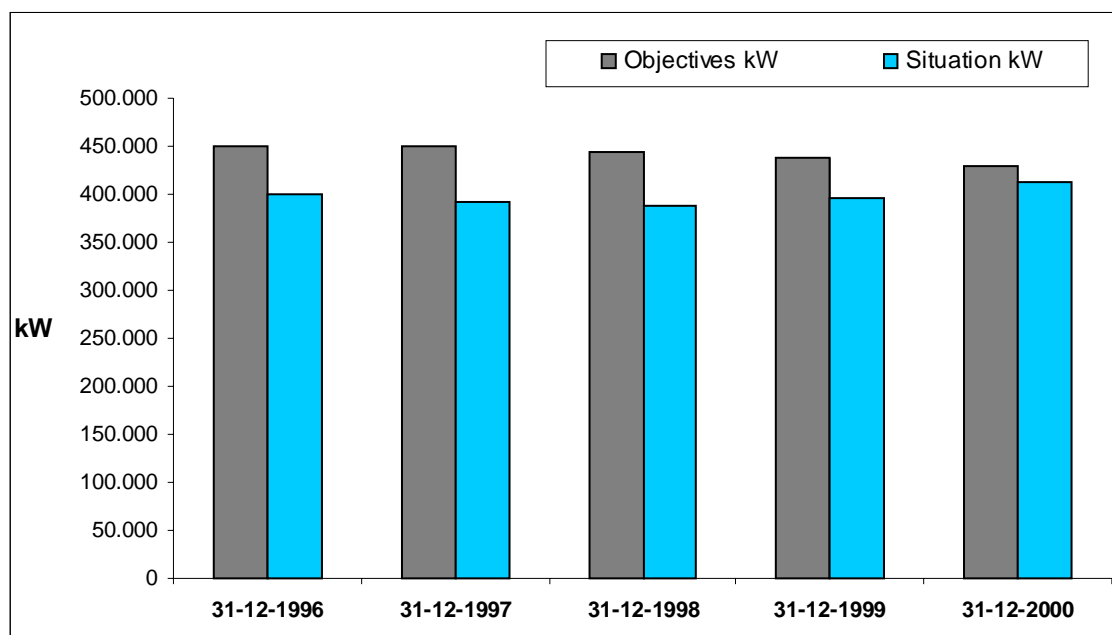
Bold type indicates that the objectives have not been met. It should be noted that the tonnage objectives have not been revised to take into account the effects of remeasurement in units of GT, so the comparisons between the situation and the objectives are uncertain.

b) Fleet evolution

Netherlands. Evolution of global fleet capacity in GT compared to objectives.*



Netherlands. Evolution of global fleet capacity in kW compared to objectives



c) Fishing effort

Segment code	Fishery	1997		1998		1999		2000	
		GT days	kW days	GT days	kW days	GT days	kW days	GT days	kW days
4J1									
4J2	F1	16165	19025	18000	20940	20250	23597		
4J3	F1	13583	53719	13525	52710	13052	50891		
4J4	F1	1740	4871	1631	4407	1599	4297		
4J5									

units in '000 GT days and '000 kW days

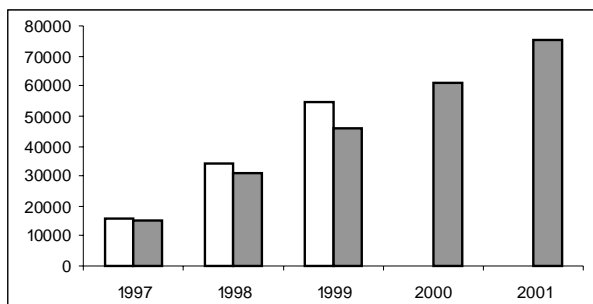
d) Cumulative fishing effort objectives

Segment code	Fishery	end 1998		end 1999		end 2000		end 2001	
		GT days	kW days	GT days	kW days	GT days	kW days	GT days	kW days
4J2	F1	30623	30047	45699	44840	60539	59402	75145	73733
4J3	F1	22395	93484	32936	137483	42820	178740	52046	217255
4J4	F1	4778	15327	7116	22828	9403	30167	11640	37343

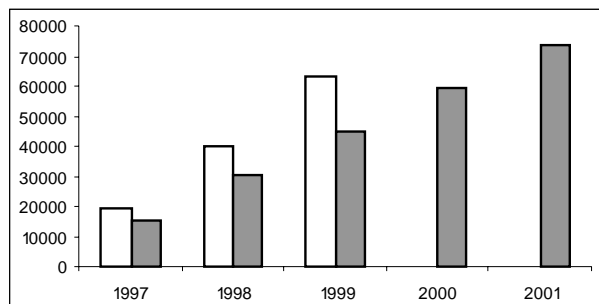
units in '000 GT days and '000 kW days

4J2 Pelagic Trawlers

GT days ('000)

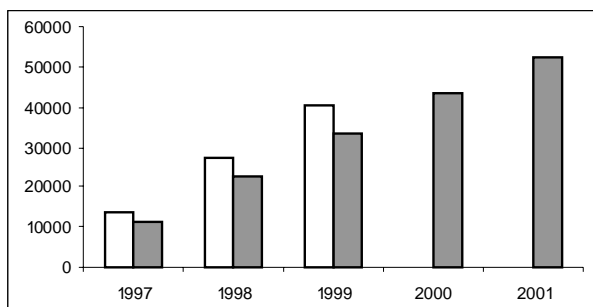


kW days ('000)

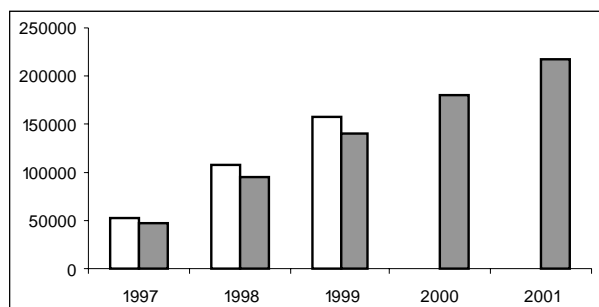


4J3 Cutters > 221 kW

GT days ('000)

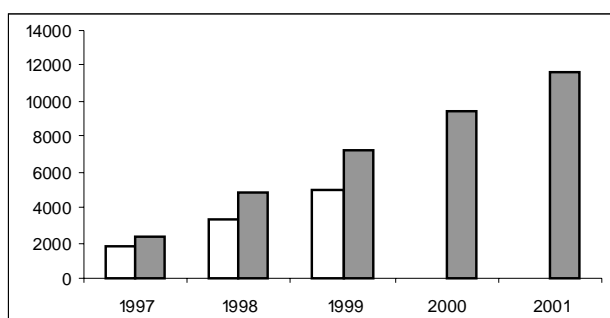


kW days ('000)

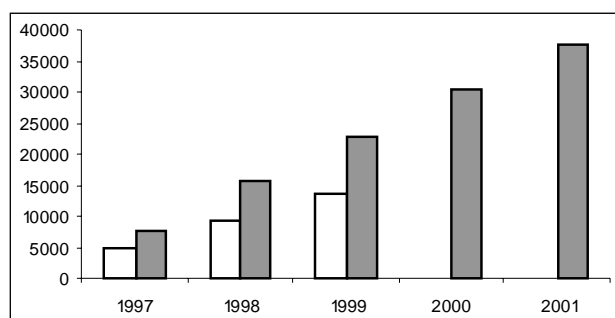


4J4 Eurocutters < 221 kW

GT days ('000)



kW days ('000)



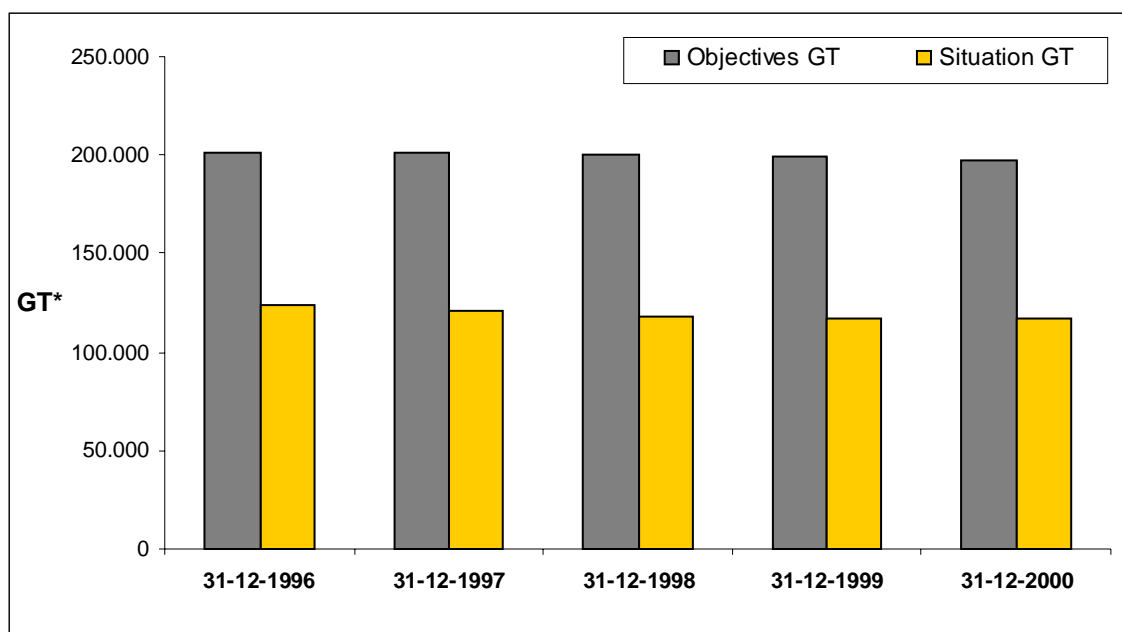
PORTUGAL

a) Situation of the fleet

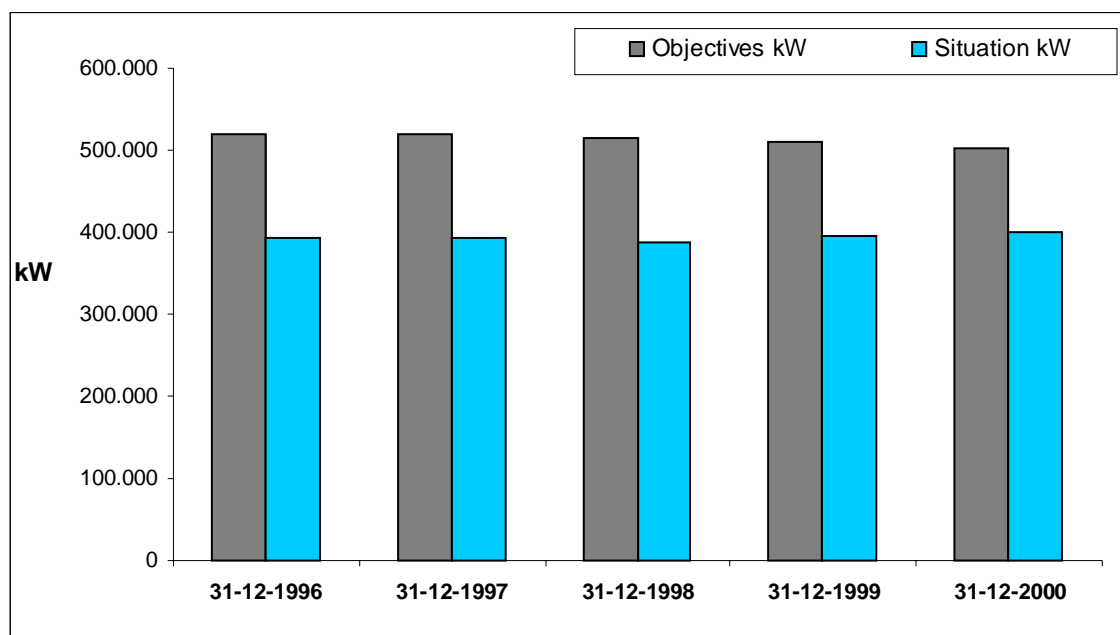
Segment	Number of vessels	Situation 31.12.2000		Intermediate objective 31.12.2000		% situation / objective 31.12.2000	
		GT*	kW	GT*	kW	GT*	kW
4K1 Small scale coastal < 12 m	7752	10205	103641	15774	112941	64,7%	91,8%
4K2 Fixed gear >=12 m	513	21189	81872	29925	99645	70,8%	82,2%
4K3 Trawl	106	18404	52105	21176	60772	86,9%	85,7%
4K4 Seine	169	7672	37433	10292	45335	74,5%	82,6%
4K5 Polyvalent trawl and longline small scale coastal < 12 m	54	41793	56180	96922	103390	43,1%	54,3%
4K6 Madeira and small scale coastal < 12m	445	480	3119	680	4574	70,6%	68,2%
4K7 Fixed gear >=12 m	52	4084	14160	5354	17414	76,3%	81,3%
4K8 Seine	5	219	965	253	1170	86,5%	82,5%
4K9 Small scale coastal < 12 m	1528	2254	18585	2721	20815	82,8%	89,3%
4KA Fixed gear >=12 m	116	10713	31381	14246	36846	75,2%	85,2%
Unclassified	1	1	5				
TOTAL	10741	117012	399445	197342	502902	59,3%	79,4%

b) Fleet evolution

Portugal. Evolution of global fleet capacity in kW compared to objectives



Portugal. Evolution of global fleet capacity in kW compared to objectives



c) Fishing effort

Segment code	1997		1998		1999		2000	
	GT days	kW days	GT days	kW days	GT days	kW days	GT days	kW days
4K1	2767	24214	2712	24880	2667	25693	2652	26722
4K2	5598	22000	5738	21951	5665	21492	5595	21352
4K3	5638	16419	5541	16089	5605	16090	5774	16233
4K4	2037	9551	1401	6622	1380	6679	1370	8748
4K5	16303	21363	15481	20424	14751	19628	14210	19143
4K6	150	949	143	908	133	868	126	843
4K7	1196	3886	1274	4266	1312	4433	1211	4120
4K8	61	269	57	252	57	252	57	252
4K9	591	4529	590	4619	586	4681	588	4813
4KA	2606	7642	2548	7414	2630	7587	2842	8122

units in '000 GT days and '000 kW days

UNITED KINGDOM

a) Situation of the fleet

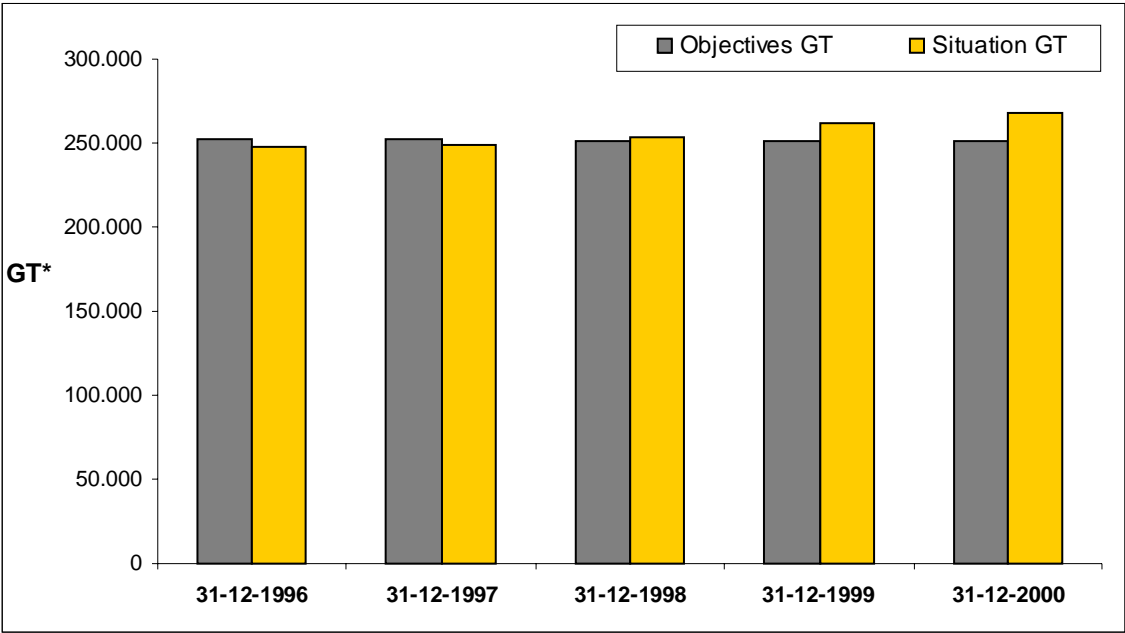
Segment	Number of vessels	Situation 31.12.2000		Intermediate objective 31.12.2000		% situation / objective 31.12.2000	
		GT*	kW	GT*	kW	GT*	kW
4N1 Small scale coastal < 10 m	5514	18738	274371	21901	286154	85,6%	95,9%
4N2 Pelagic trawl and purse seines	47	43327	68657	34876	82168	124,2%	83,6%
4N3 Beam trawl	116	23935	89417	26062	103054	91,8%	86,8%
4N4 Demersal trawl, seines, Nephrops	1253	109167	360919	120630	422876	90,5%	85,3%
4N5 Lines and nets	175	15241	44767	14867	63149	102,5%	70,9%
4N6 Shellfish fixed	267	5217	36209	6248	35800	83,5%	101,1%
4N7 Shellfish mobile	212	10062	45679	11568	51027	87,0%	89,5%
4N8 Distant water	14	18220	26916	14883	23741	122,4%	113,4%
Unclassified	917	23811	102631				
TOTAL	8515	267718	1049566	251035	1067968	106,6%	98,3%

Bold type indicates that the objectives have not been met. It should be noted that the tonnage objectives have not been revised to take into account the effects of remeasurement in units of GT, so the comparisons between the situation and the objectives are uncertain.

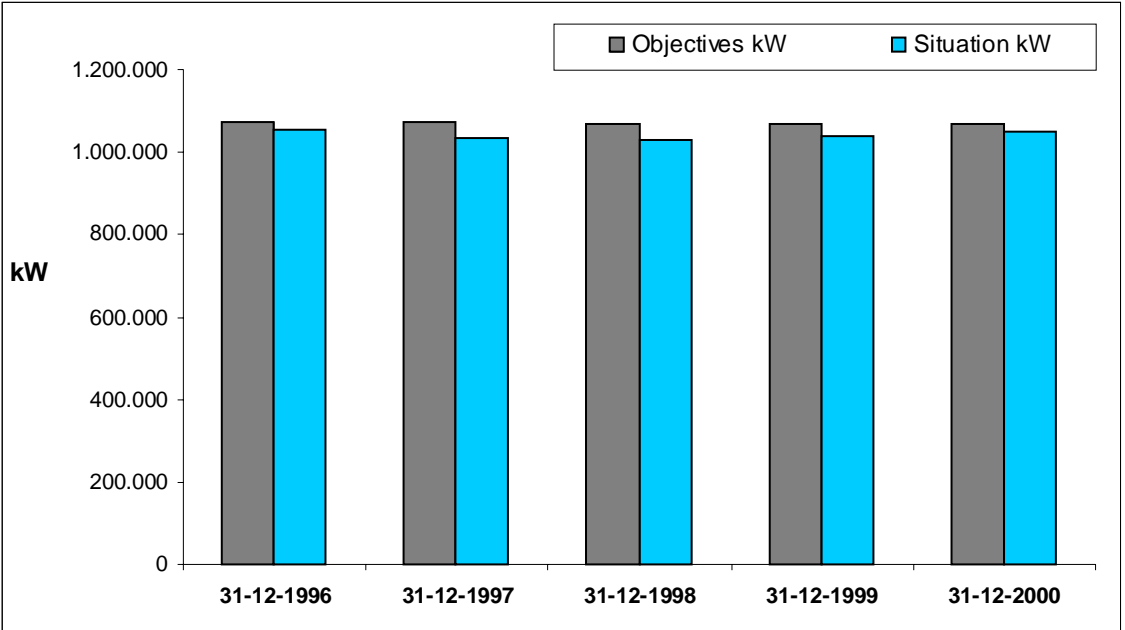
The segment 4N5 (Lines and nets) is likely to be within the tonnage objective when this is adjusted to take into account the effect of remeasurement. For the segments 4N6 (Shellfish fixed) and 4N2 (Pelagic trawl and purse seines) there are significant differences between the situation declared by the United Kingdom in the annual report and that reflected by the Fleet Register. The vessels in the Fleet Register not allocated to any MAGP IV segment may in part explain these differences. However, the majority of these 917 unclassified vessels are, according to the UK authorities, out of the fleet, since the total number of active vessels declared in the annual report is much lower than the number reflected by the Fleet Register. That, together with the fact that the UK authorities have taken into account the effect of remeasurement, may explain that the figures for the global capacity are, according to their annual report, within the objectives.

b) Fleet evolution

United Kingdom. Evolution of global fleet capacity in GT compared to objectives.*



United Kingdom. Evolution of global fleet capacity in kW compared to objectives



c) Fishing effort

Segment code	Fishery	1997		1998		1999		2000	
		GT days	kW days	GT days	kW days	GT days	kW days	GT days	kW days
4N1									
4N2	F1			1115	1784	1295	1874	1440	2281
	F2			4107	6283	4192	6801	4544	7296
	F3			183	313	267	411	162	250
	F4			754	1012	800	1112	389	516
4N3	F1			3879	14176	3810	13922	3376	12336
	F2			2071	6722	1962	6368	1817	5899
4N4	F1	27669	84159	26437	79109	26875	78162	27811	79015
4N5									
4N6									
4N7									
4N8	F1	1828	2788	1571	2891	1515	2673	755	1558

units in '000 GT days and '000 kW days

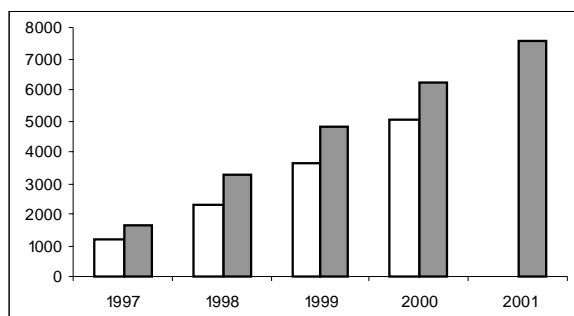
d) Cumulative fishing effort objectives

Segment code	Fishery	end 1998		end 1999		end 2000		end 2001	
		GT days	kW days	GT days	kW days	GT days	kW days	GT days	kW days
4N2	F1	3230	7473	4754	11000	6188	14317	7531	17426
	F2	9800	22673	14538	33636	19115	44223	23529	54436
	F3	1140	2072	1710	3108	2280	4144	2850	5180
	F4	920	1288	1380	1932	1840	2576	2300	3220
4N3	F1	7785	30313	11485	44724	14995	58389	18313	71309
	F2	4142	14323	6171	21340	8159	28213	10104	34940
4N4	F1	61194	192934	90685	285914	119071	375408	146350	461415
4N8	F1	5741	8931	8554	13307	11310	17595	14008	21793

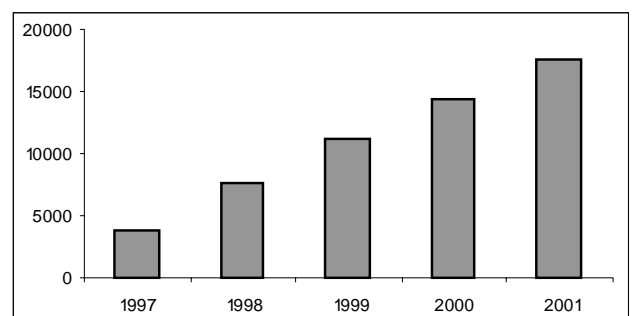
units in '000 GT days and '000 kW days

4N2 Pelagic: Fishery F1. North Sea herring

GT days ('000)

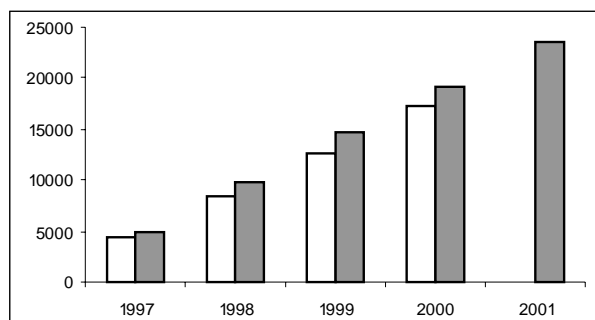


kW days ('000)

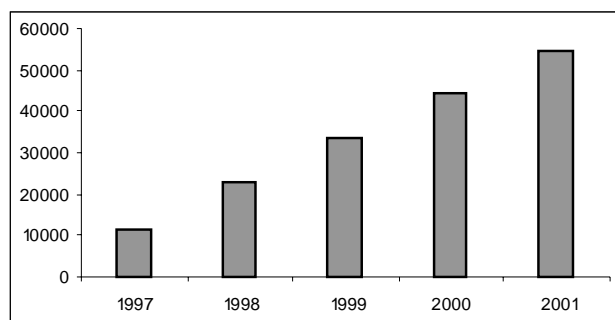


4N2 Pelagic: Fishery F2. Western pelagic

GT days ('000)

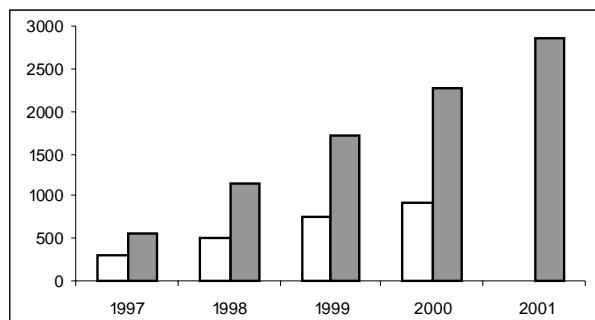


kW days ('000)

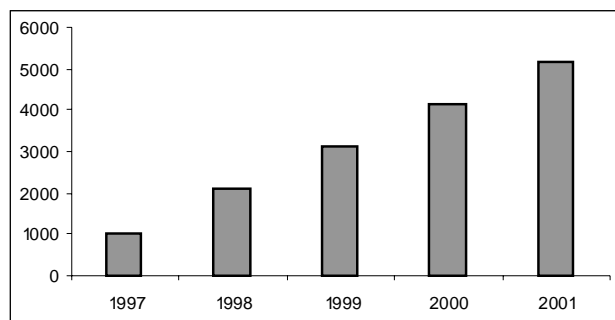


4N2 Pelagic: Fishery F3. Atlanto Scandian herring

GT days ('000)



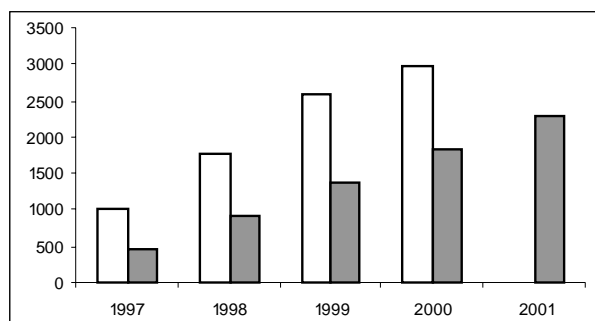
kW days ('000)



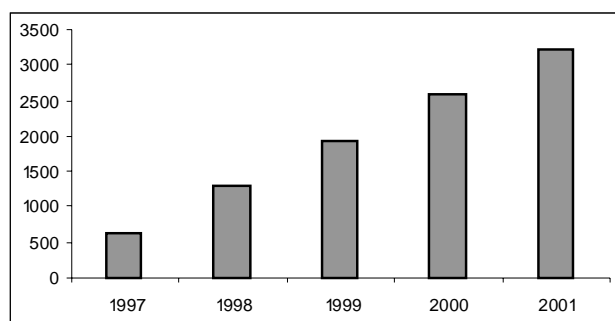
NB: A footnote to the table of objectives in the MAGP Decision states that the objectives for this fishery are subject to review in the light of the development of the fishery.

4N2 Pelagic: Fishery F4. Blue whiting

GT days ('000)



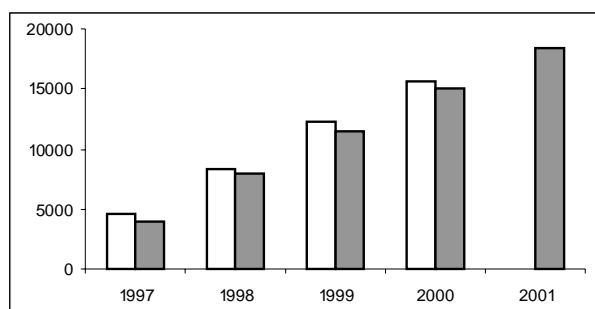
kW days ('000)



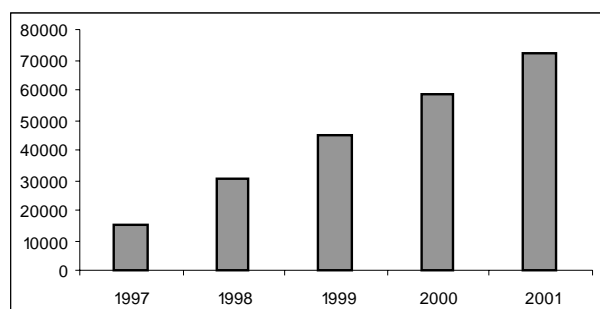
NB: A footnote to the table of objectives in the MAGP Decision states that the objectives for this fishery are subject to review in the light of the development of the fishery.

4N3 Beam trawl: Fishery F1 Flatfish IV

GT days ('000)

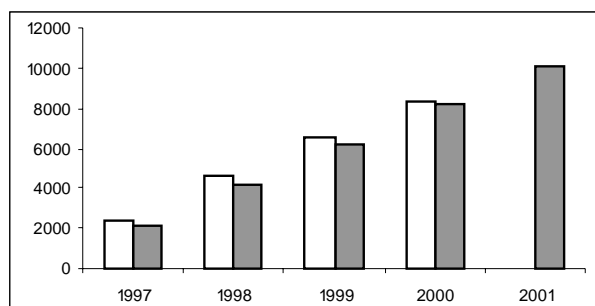


kW days ('000)

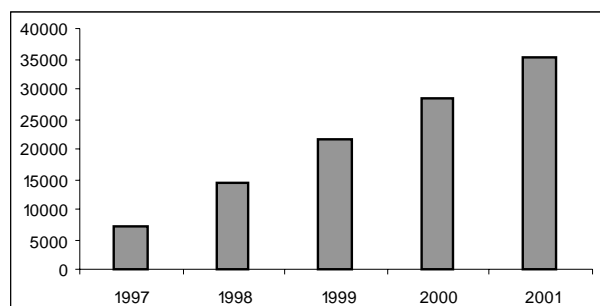


4N3 Beam trawl: Fishery F2 Flatfish VII, VI

GT days ('000)

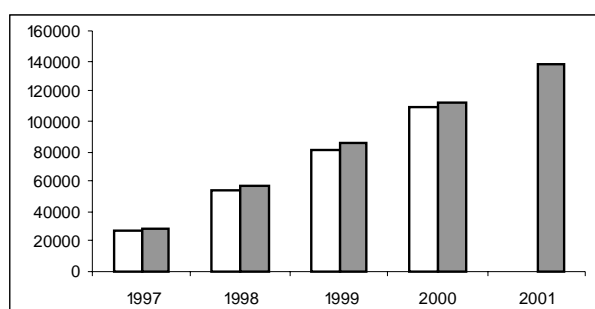


kW days ('000)

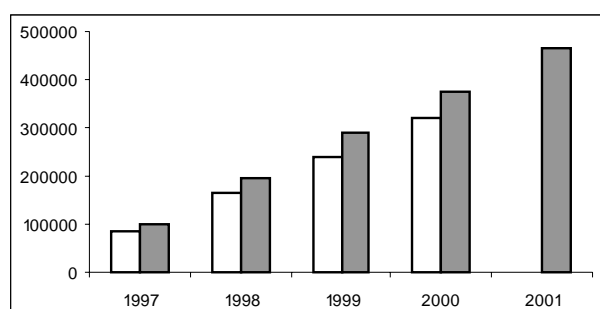


4N4 Demersal trawl, seines, Nephrops

GT days ('000)

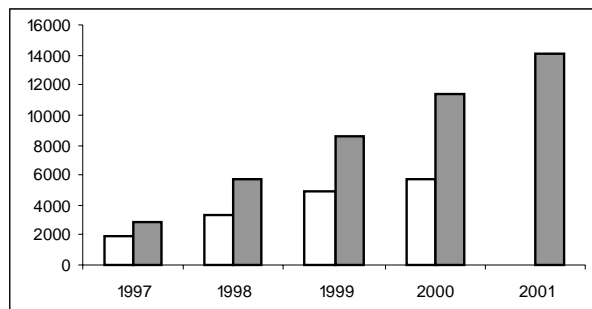


kW days ('000)

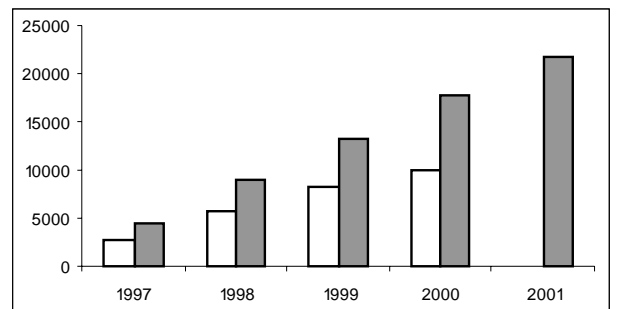


4N8 Distant water

GT days ('000)



kW days ('000)



SWEDEN

a) Situation of the fleet

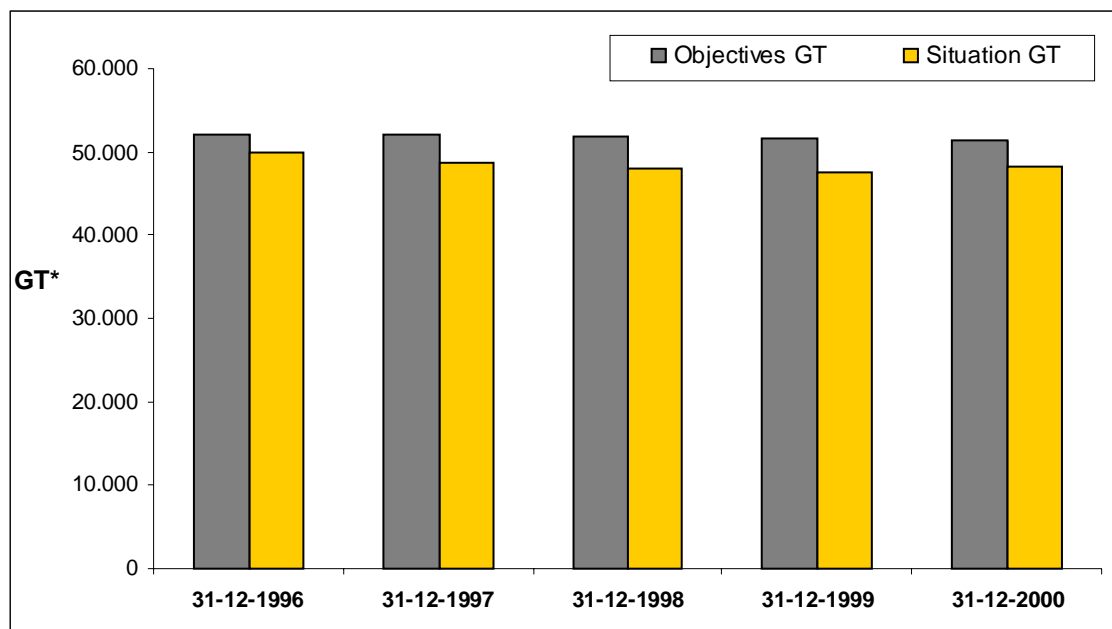
Segment	Number of vessels	Situation 31.12.2000		Intermediate objective 31.12.2000		% situation / objective 31.12.2000	
		GT*	kW	GT*	kW	GT*	kW
4M1 Small scale coastal <12 m	1413	5478	68845	7974	92328	68,7%	74,6%
4M2 Trawlers	69	5758	23130	5527	23173	104,2%	99,8%
4M3 Trawlers, purse seiners	125	22312	72963	19280	83670	115,7%	87,2%
4M4 Bottom trawlers	204	12918	55970	15841	49741	81,5%	112,5%
4M5 Passive gear >12 m Cod	56	1548	8855	2462	12554	62,9%	70,5%
4M6 Passive gear >12 m Salmon	6	195	1079	285	1386	68,4%	77,9%
Unclassified	1	10	176				
TOTAL	1874	48219	231018	51369	262852	93,9%	87,9%

Bold type indicates that the objectives have not been met. It should be noted that the tonnage objectives have not been revised to take into account the effects of remeasurement in units of GT, so the comparisons between the situation and the objectives are uncertain.

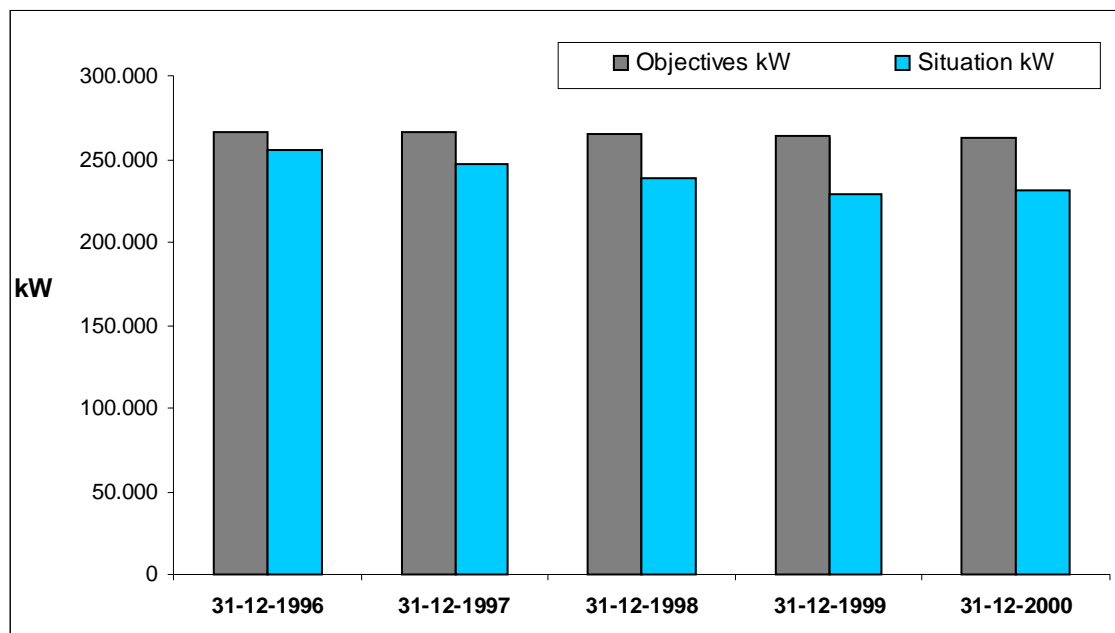
The situation for segment 4M3 (Trawlers and purse seiners) will probably be within the tonnage objectives after these are adjusted for remeasurement.

b) Fleet evolution

Sweden. Evolution of global fleet capacity in GT compared to objectives*



Sweden. Evolution of global fleet capacity in kW compared to objectives.



c) Fishing effort

Segment code	Fishery	1997		1998		1999		2000	
		GT days	kW days	GT days	kW days	GT days	kW days	GT days	kW days
4M1						549	6833		
4M2						754	3101		
4M3						2882	9241		
4M4	F1	1868	7886	1394	6240	1620	6983	1589	6886
4M5						195	1140		
4M6						37	208		

units in '000 GT days and '000 kW days

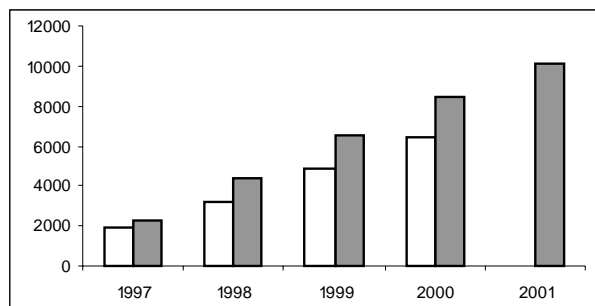
d) Cumulative fishing effort objectives

Segment code	Fishery	end 1998		end 1999		end 2000		end 2001	
		GT days	kW days	GT days	kW days	GT days	kW days	GT days	kW days
4M4	F1	4377	18278	6416	26793	8305	34684	10046	41952

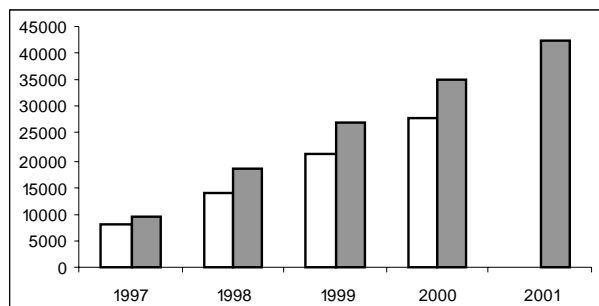
units in '000 GT days and '000 kW days

4M4 Bottom Trawlers

GT days ('000)



kW day ('000)s



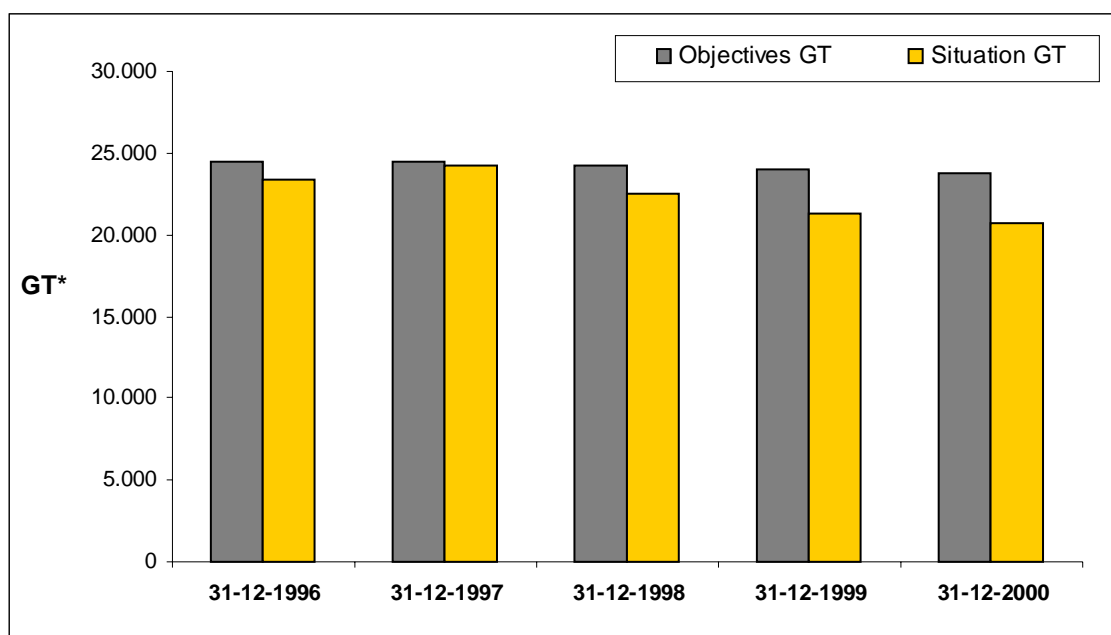
FINLAND

a) Situation of the fleet

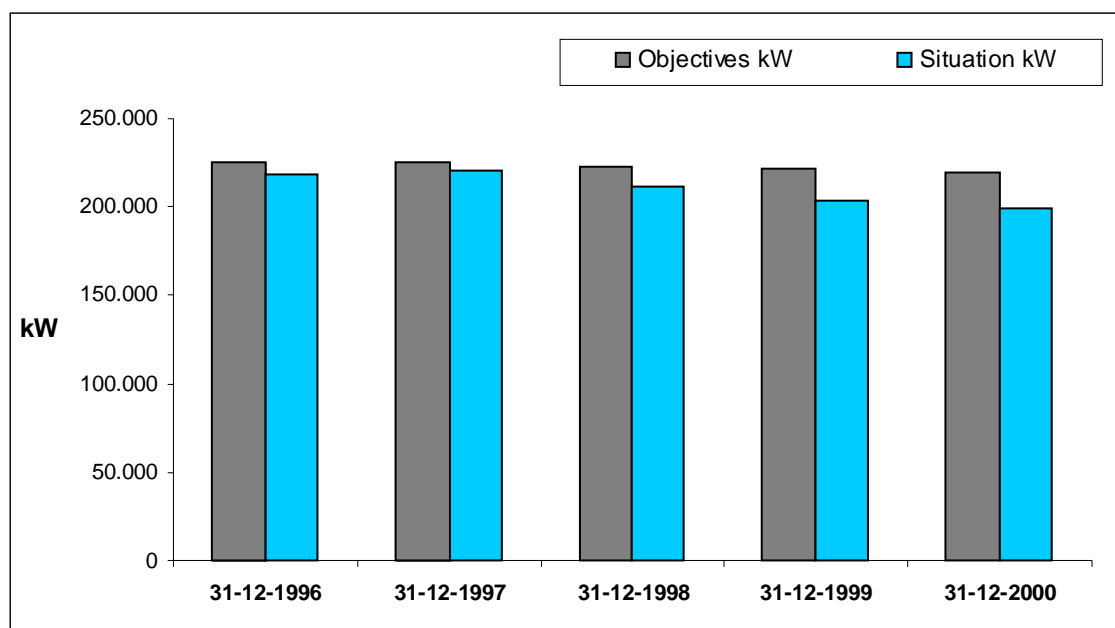
Segment	Number of vessels	Situation 31.12.2000		Objective 31.12.2000		% situation / objective 31.12.2000	
		GT*	kW	GT*	kW	GT*	kW
4L1 Small scale coastal < 12 m	3422	8715	132416	10100	142110	86,3%	93,2%
4L2 Trawlers	197	9763	52112	10470	58031	93,3%	89,8%
4L3 Trawlers	3	449	1287	621	1785	72,3%	72,1%
4L4 Passive gear	67	1821	12925	2515	17507	72,4%	73,8%
TOTAL	3689	20749	198739	23706	219433	87,5%	90,6%

b) Fleet evolution

Finland. Evolution of global fleet capacity in GT compared to objectives*



Finland. Evolution of global fleet capacity in kW compared to objectives



c) Fishing effort

No fishing effort data were provided.

CONCLUSIONS

During the first four years of the MAGP IV, the Community fleet was reduced by 49,983 GT and 459,866 kW, which represent reductions in fleet capacity of approximately 2.5% and 5.9% respectively. The decrease in tonnage is likely to be an underestimate, since no account has been taken of the progressive remeasurement of the fleet in units of GT. This also partly explains why, in last year's report on the results of the MAGP IV at the end of 1999, the decrease in tonnage was estimated to be somewhat greater, at 4%. At 1 January 2001 the Community fleet was already approximately 17% below the final MAGP IV objectives in terms of tonnage and 12% below the final MAGP IV objectives in terms of power.

The reasons for this have been discussed at length in the report from the Commission to the Council for the preparation of a mid term review of the MAGP IV⁷. The reductions called for by the MAGP IV were so modest (about 3% in capacity over the five year period) that the Community fleet as a whole was already within the final objectives before the start of the programme. A reduction of 3% in capacity over five years would certainly not be sufficient to counter increases in fishing effort due to technological progress over the same period, and must be contrasted with the scientific advice that there is currently about 40% over-capacity in the European fleet.

Despite the modesty of the reductions required under the MAGP, many Member States have failed to reach their targets in some segments of the fleet. Some Member States have even substantially increased the capacity of certain segments that were already outside their MAGP objectives. That such results have been presented without further comment in the present, purely factual report, does not imply inaction on the part of the Commission. The Commission is currently considering action against several Member States for failure to take sufficient measures to meet their obligations under MAGP.

⁷ COM(2000) 272 final, 10.5.2000.